MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

WHEEL BEARINGS SHOULD RECEIVE DUE ATTENTION

The rear wheel bearings of every automobile should come in for their share of attention periodically, for they must of necessity carry the full weight of the rear end of the car. On the newer models of cars these bearings are made up of a number of coiled rollers which are held in proper relation to one another by a cage or retainer. The outer race on which the rollers bear is in the wheel, while the inner race is a sleeve rigidly fastened to the axle housing. Both the inner and outer races are hardened and ground. Therefore, when new, they present, a surface which resembles glass in its smoothness. The smoothness of these races naturally reduces friction between bearings parts to the minimum, but to maintain this condition proper care must be given the bearings.

This care consists simply in properly lubricating each bearing and in keeping it clean. Being a revolving part the wheel must, of course, be more or less free to permit it to work. And as driving on any road throws up grit, some of this may work into the wheel bearing. If the wheel is not greased at periods and if the dirty lubricant is not cleaned out at least once a season, a destructive action may take place which in time will ruin the bearing races. For purposes of strength the bearing races cannot be tempered to the hardness of glass throughout; consequently the glass-hard working surface is quite thin. If through abuse, this surface is destroyed the softer inner metal will rapidly be destroyed.

This season of the year is the one in which the car is (or should be) gotten ready for summer use and is an opportune time to examine the bearings. To do this unscrew the hub cap and hub cap shell. The wheel retaining nut which holds the wheel to the axle shaft should be unscrewed after having straightened up the prongs of the star retaining washer, which have been bent down around the nut. Having removed the nut the wheel may be pulled from the axle shaft by means of a puller. The first step now is to wash the wheel thoroughly. Be particular to clean all accumulated dirt from the inside of the brake drum and from the external and internal brake merchanisms. Of course, while the wheel is removed the brake bands should be relined if necessary.

After cleaning the wheel on the outside, lay it on the bench and proceed with the cleaning and examining of the bearings. As the wheel lays drum upward, you will notice a cup-shaped arrangement which is fastened at the centre of the brake drum by means of six cap screws through its flange. This part is known as the oil shedder and its purpose is to assist in keeping any leakage of oil from the axle from working out onto the brake linings and through the brake drum onto the wheel. The function of this shedder is important and it must not be damaged or carelessly reinstalled. To remove it loosen the six cap screws. Then if a thin bladed knife is run around under the gasket the shedder may be easily lifted. It, as well as the wheel hub and shedder, should be washed in gasoline or kerosene until every trace of old grease and grit is removed.

While the bearing is out of the hub the race should be examined for abrasions and if the rollers have cut a pathway in it a new one should be installed. Before assembling, pack the hub full of good cup grease and reinstall the rollers in the hub. Before putting the oil shedder in place again, examine the gasket which was between its flange and the brake drum. If the gasket is broken use a new one and put shellac on both sides so that when drying it will cement itself to the drum and shedder, making an oil tight joint at that point, thus preventing any leakage. The operation is now nearly completed, but before replacing the wheel see that the oil drain pipe on the lower side of the brake disc hub is cleaned out, as this is the overflow for superfluous oil which may work out of the axle proper.

HEAVY OIL IN TRANSMISSION

The transmission should not be lubricated with a solid grease, because the gears will merely cut a path in the grease, and all parts within the case will not be lubricated.

DRIVING AT TWILIGHT.

The twilight period is the worst time of the day for driving an automobile, since at this hour it is too light to derive any great benefit from the lamps, and too dark to see clearly the road ahead.

SAFETY ON DARK ROADS

When turning around in a narrow road at night do not tarry any longer than absolutely necessary, as the lights of your car can not be seen even from an oblique angle.

NEW CARS AND THEIR CARE

New cars should be driven slowly for the first 1000 miles, never attempt a speed of more than 25 to 35 miles an hour. A thorough inspection should be made after each trip.

THE WIRING SYSTEM

Make regular inspection of the wiring for loose connections and see that the insulation is not worn at any place. If worn, be sure to tape the worn part; or, still better, replace with new wire.

CLEANING REFLECTORS

A mixture of denatured alchol and water in equal parts is best for cleaning reflectors in headlights. To avoid scratching the highly-polished surface, the solution should be applied with cotton or a soft cloth.

A MAGNETO TEST

To test the magneto, disconnect the lead wires to the spark plugs and set the ends one-eighth to one-half inch from some metallic part of the engine and see if sparks jump from the wires. If no spark jumps, the magneto is at fault.

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OIL SYSTEMATICALLY

When oiling an automobile a good practice is to follow systematically all lubricating points on one side of the car, starting at the front and working to the rear, or from the rear to front, and then treating the opposite side in like manner.

VIBRATION AND LOOSE NUTS

If a nut or bolt is found in the drip pan when working around the engine, it has probably worked loose and it is wise to try to locate where it belongs. This is also a warning that screws, bolts and nuts should be tightened elsewhere around the car.

A "slow leak" in a tire, especially when the tire goes flat over night or in two days is often caused by a defect in the valve, the rubber washer inside being worn or torn. Screwing down the valve will often remedy the trouble.