

Summary of Cold Weather Hints

PREPARATIONS

Before the real cold weather arrives the car should be gone over carefully, any looseness taken up, worn parts replaced, etc. If the motor is running well it should not require overhauling but if it is very loose or knocks it should be gone over carefully. Any looseness will be made far worse by a hard winter's driving. Wheels and their bearings, springs and clips, steering and brake connections require particular attention. (See answers Nos. 92, 96 and 98.)

Drain the old oil from the crank case, flush out with kerosene, and put in a supply of fresh oil, of a lighter grade than you used in the summer. (See answer No. 102.)

At the first approach of cold weather the radiator should be drained and flushed out thoroughly with fresh running water. Then fill it up with a good anti-freezing solution. (See answers Nos. 39 and 40.)

SPECIAL LUBRICANTS AND SUPPLIES REQUIRED

A lighter grade of oil than used in the summer . . .	See Ans. No. 101
A mixture of 25% kerosene, balance light oil, for commutator.....	} See Ans. No. 67
Anti-freeze solution. Keep the radiator full all the time.....	
	} See Ans. Nos. 39 and 40

STARTING AND DRIVING

Answer No. 8 gives instructions for starting the motor in cold weather, and overcoming any troubles resulting from gasoline not vaporizing readily with cold air.

Laying a cloth soaked with hot water along the upper horizontal part of the intake pipe, or pouring hot water over the intake pipe and carburetor, will often assist in getting the motor started when very cold. Care must be taken, however, not to let any of the water get into the carburetor where it would cause considerable trouble.

Water or congealed oil in the commutator may sometimes cause trouble in starting. Answer No. 67 tells how to overcome this trouble. Another possible cause of trouble in starting is water in the gasoline. If any water is present in the fuel it will naturally settle in the lowest point in the fuel line and may freeze in the sediment bulb or carburetor. Answer No. 46 gives the most effective remedy for such trouble.

Sometimes oil will congeal on the clutch discs, causing the clutch to stick and making it almost impossible to crank the motor. Placing blocks under the rear axle to raise the wheels off the ground will allow the rear wheels to turn with the motor and cranking will then be easy. As soon as the motor starts, set the emergency brakes tightly before letting the wheels down.

It is a good plan to let the clutch "in" immediately after the motor