

MOTORS AND MOTORING:

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

AUTOMOBILE ASSURANCE IS GOOD INVESTMENT

Car Owner is Protected in Event of Accident

While police statistics prove that the fault in approximately 80 per cent. of so-called motor accidents is not the motorist's, still, under inequitable laws that still obtain in most, if not all, of the provinces, the onus is placed on the motorist of disproving guilt. However guiltless the motorist may be, it is not infrequently impossible for him to establish legally his innocence. Litigation, in any event, is a costly matter, both in money and time. As the cost of automobile insurance seldom exceeds the cost of retaining a solicitor and of court fees, motorists generally would be well advised to take out automobile insurance. Consider: Last year alone more than one car in every forty in Toronto was stolen. Your car may be next.

With a hazard of one chance in six of having one's car in an accident and more than one in forty of having it stolen during the year, automobile insurance at double cost would seem cheap. Few motorists can afford to have a judgement of several thousand dollars imposed on them as a result of an accident, yet the only way to eliminate such a possibility is to insure against it. The Toronto statistics are employed as a basis of expectancy in the foregoing because they are so conservative. Had Montreal records for the past year been taken the anticipating picture would be roughly a 50 per cent. black one.—By W. Basil, in Canadian Motorist.

NECESSITY FOR IMMEDIATE INSPECTION

If the car will not coast freely with gears or clutch disengaged, it indicates binding in bearings of the front wheel or some part of the rear axle. Usually the cause is due to the brakes, which have not been set so that the bands are free of the brake drum.

THE EMERGENCY BRAKE

To become familiar with the location and "feel" of the lever it is advisable for motorists to use the emergency brake occasionally in ordinary driving. This is suggested so that, in the event of an emergency, there will be no fumbling in using it. Also, this occasional use will reveal when the brake is out of order.

NEW RINGS AND OIL LEAKS

It frequently happens that after new piston rings have been installed for the express purpose of stopping oil leaks, the condition continues just the same. It may be necessary to lap in the rings for a really satisfactory job. If the cylinder has been worn out of round, it will be necessary to fit the ring to the altered shape and lapping is necessary.

ALUMINUM PAINT AND SHORT CIRCUITS

Aluminum paint can be used in brightening up many parts of the car, but when applying it to parts of the electric system see that none of it is used or very near terminals, as it may cause a short circuit.

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Watch Out!

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MORE CARE, FEWER THEFTS

If the owner will exercise reasonable care in taking the key of his car with him when leaving it, even for a short time, he will reduce to a minimum the chances of having his car stolen. But this does not necessarily mean that his auto will not be stolen, for crooks sometimes outwit even the most careful owners. A crook may watch a car for weeks until he becomes thoroughly familiar with the habits of an owner. The crook learns how long the owner leaves his car at certain places. He may be able to get a key that fits it and thereby get away with his booty rather easily.

A crook may have an accomplice who works with him. The accomplice may come along at a prearranged time and with the help of the crook/tow the car away as though it were disabled and was being taken to a garage for repair. What auto thieves do with stolen cars depends upon the motive of the thief. Usually the thief is bent on securing a financial reward for his work. He may take the car to a garage where he changes the license number and the engine number. He may paint it some new color. He may alter the external fixtures. The result the owner would find hard to recognize. Then the crook will undertake to sell his newly acquired machine for what he can get which is apt to net him a good profit on the deal.

BREAK ADJUSTMENT

When the car owner has installed on his vehicle a winter body of any type he should remember that he has added considerable weight to the vehicle. For this reason it is necessary that he carefully adjust the brakes to care for the added burden. Neglect of the obvious precautions causes many motor rear end collisions in city driving and may contribute to serious accidents.

An eye specialist says green quiets the nerves. This is especially true if it's the long green.

SPRINGS AND SPRING OIL

A graphite oil or even flake graphite mixed in with the regular oil helps materially in oiling the springs as this will not work out from between the leaves as quickly as regular oil.

After the springs have been lubricated between the leaves, make it a point to put some oil on the sides of the springs periodically and you will find that you will ride much easier and there will be much less danger of breakage.

You will find on the market many kinds of spring covers, the idea or purpose of all of them being the same, namely, that of keeping dirt and water away from the springs and a constant supply of oil next to the springs so that it will work in between the leaves all the time, thereby keeping them lubricated and making the car ride at its best.

Just a word here in regard to the shackle bolts might not be amiss. In order that the springs may bend, these shackles must be tipped and this makes a twisting action on the shackle bolts. If these are too tight or not lubricated the same hard car riding will be experienced as with springs that are not lubricated. Therefore, these should not only be regularly oiled, but kept just tight enough so that they will not rattle and at the same time have free action for the proper operation of the springs.

PROPER PLACE FOR FEET

Operators who make a habit of resting the feet on the clutch and brake pedals will wear out the clutch collar, making it noisy, and sometimes cause the brakes to drag. The best position is to have both feet near the pedals ready for instant use.

STONE BRUISES

A stone bruise in a tire casing is a break in the fabric, usually inside the casing, caused by striking a protruding stone or other object with the tire while riding it too soft or deflated. To prevent stone bruising, maintain the proper air pressure in the tire.

GRINDING OFF TIRE TREADS

Any man who caught himself cutting his tire tread with a file would voluntarily apply for admission to the nearest retreat for the feeble-minded. Yet the same man will lock his brakes and slide ten feet and think nothing of it. So many motorists confuse their tires with skates, and checking the car slowly by closing the throttle with the clutch engaged, they wait until they are right in the middle of an emergency and then jam on the brakes. They never stop to consider these little slides with the brakes locked until they notice spots where the tire tread is worn through to the fabric. Even where the tread is not scraped through to the fabric, tire men point out that there are flat places left in the tread. Then, as the car proceeds, these flat places, they explain, pound away on the road like a flat-wheeled trolley, killing the mileage in the tire.

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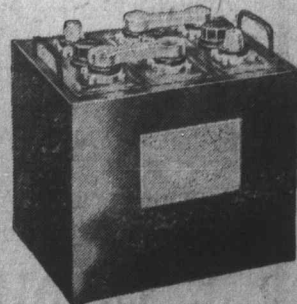
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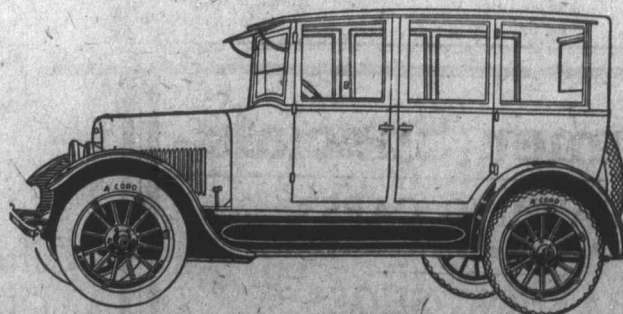
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