

Care of Battery Is Important Item To Every Motor Car Owner

The starting and lighting battery of the modern automobile is, because of its construction and performance, a much abused and neglected piece of apparatus. It is but partly understood even by many electrical experts, for to understand it thoroughly requires a study of chemistry as well as electricity.

The active parts of the battery are made chiefly of lead, lead oxide, water and sulphuric acid. Here we have liquids as well as solids which produce electricity by changes in their composition resulting in complicated chemical as well as electrical actions. The average motorist gives little thought to the care of his battery as long as it performs its duties, and he is unable to understand why it should not perform indefinitely. A battery that is used properly should never require removal from the car during its entire life, which is from 12 to 18 months.

What Battery Must Do
Many are misled by the extrava-

gant claims of some of the manufacturers into believing they should get from two to four years' service from their batteries. Such is the exception rather than the rule. The battery is called upon to give a much more severe service than any other part of the car. It must furnish power to crank the engine, light the lamps, the ignition, the horn, cigar lighters, hand warmer on the steering wheel, gasoline vaporizers, windshield wipers, stop light, and even for gear shifting and for the brakes.

An average battery which measures fifteen and five-eighths inches long, seven and three-eighths inches wide and nine and one-eighth inches high and weighs 64 pounds, can deliver enough energy to raise itself to a height of six miles straight up in the air. It must be able to do its work quickly at all times, in all kinds of weather with temperatures ranging from below zero to 100 degrees Fahrenheit. Such a faithful servant deserves at least a little care.

Why Motorist is Careless
If it were necessary for you to crank your car by hand, you would

first make sure the ignition switch was on, spark and gas control levers in proper position, gears in neutral and, if weather conditions demanded it, that the priming or choking device on the carburetor was being used to the best advantage before you attempted to turn the motor over. Because it is so easy to step on the starter button and turn the engine over much faster than it could be turned by hand, the above order is usually reversed and the starter is allowed to grind away while preparations are being made to start the motor.

If your motor will not start after turning over for 10 or 15 seconds, find out why. It is useless to grind the life out of your battery.

The average car requires from 15 to 300 amperes of current to turn the motor over. Your generator charges at from 4 to 15 amperes so you can figure out how many miles of driving is required to put the generator back into your battery what you take out of it on one starting. Cars used in the city are more severe on batteries on account of the numerous starts and the short drives.

Works Hardest in Winter
In the winter when an engine is cold and stiff the work required from (Continued on page 17)

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