

In the Automobile World

MAKING PREPARATIONS FOR YOUR SUMMER TOURING One Does Not Really Begin to Tour Until June and the Thing to do is to Plan Before You Start

June, with its warm days and nights, just naturally suggests a tour in the old boat. Of course, you have been taking short runs into the country and perhaps in a few cases more ambitious trips, but one does not really begin to tour until June.

You make the tour as disagreeable or as delightful as you please. It is up to you. Neither luck nor "happenstance" has anything to do with it; it depends upon preparation. Naturally the first part of the preparation is in understanding your car, and even the novice who has been following this series ought to know by this time enough about the car to avoid all touring nightmares. This car has many whims and ways which should be known by now. And you will also know by this time, that you should carry the starting crank along in case the self-starter should get bad, and you will know enough to have some extra spark plugs, so that you will not have to stop on the road to clean a fouled plug.

The thing to do is to plan before you start, not only where you are going, but how you are going to get there, that is, what you need to enjoy going at all. It would naturally suggest itself to you to go over the entire car, cleaning it, inspecting for wear or broken parts, and to know that everything is really shipshape. If you are to do any real touring it takes a real car. Of course, a diver will get you there, and it becomes rather tiresome after a few hours, but you want to take this into consideration before you start and consider that with a tin lizzie you must drive more slowly and more carefully.

When you have cleaned up the car look over, not only the parts which show the larger things which possibly you think are the only important ones, such as transmission and differential gear cases, but the grease cups and every working part, wherever there is motion.

If the engine knocks a little on the hills, have the carbon removed. Make sure that the compression is all right and if necessary grind the valves. Look over the wiring to see that there is no worn insulation that will leak current, that the terminals are all tightened properly; then see that the magneto or breaker points, or coil points, are clean and properly adjusted, and that the distributor is clean and that your battery is fully charged. If you have no magneto, take along a set of dry cells for emergency. The generator and starting motor commutators should be inspected and cleaned, and put in first-class condition.

Since the springs are to make for your comfort, look them over, and if well and lubricate them if necessary. See that none are cracked or broken. Carry a repair attachment for use in case of accident.

Be especially solicitous about the tires. You want tires which will stand the trip, on all four wheels. Then you want two extra casings with tubes inflated, ready to change, and you need extra tubes, with cement, patches and rapid vulcanizing outfit, because when your trouble comes there may not be a garage next door. Your fire extinguisher should be a real one, and all filled and in working order. It may be worth the price of your car while you are touring.

Here are some of the things needed for emergency:
Set of ignition brushes, labeled; wrench for interrupter points; file for cleaning the points; hydrometer or voltmeter for testing storage battery; set of fuses if used. These should be wrapped together and marked plainly "Ignition Repairs."

Box of plungers for tube valves; three-in-one valve tool; tire pressure gauge; patches, cement and vulcanizer. Wrap these together and label "Tire Repairs."

Box each of assorted nuts, cup grease, lock washers and cotter pins; spool of copper wire and one of soft iron wire, in small box.

Tow rope.

Jack and handle and two blocks of wood to place jack on.

Oil squirt can, filled.

Extra set of electric light bulbs. You can buy these already boxed.

Bag of clean waste or rags.

Folding canvass pail.

Full set of tire chains, repair tool and extra cross links.

In wrapping these things they should be packed so that they will go easily in the tool box or under the seats, and be handy for instant use if needed. Don't throw them all in a jumble so that you have to hunt perhaps in the dark, to locate the small thing that you may want. You ought to know where they are well enough to find them in the dark, though if you carry an extension trouble light it will simplify your troubles if they come at night.

Other tools in addition to the regular type supplied with the car you want one or two sizes of pliers, including a good pair of cutting pliers, a small hammer, wrenches which will fit all nuts on the car, a couple of small cold chisels, tire-removing tools, engine valve removing tools, and possibly your experience will suggest some other things. Your wife might be able to fix most anything with a piece of string and a hairpin, but you will not be able to do this on a car, so that you should pay attention to the suggestions given.

Prudence would suggest carrying an extra gallon of oil and a gallon can of gasoline. If you are going away from civilization, better have enough in reserve to get you to a gas station.

It hasn't anything to do with the car, but it should be remembered that mornings and evenings, even in summer, particularly in high altitudes and on stormy days, are cool. Carry sweaters, rain-coats and rubbers, the latter in case you have to get out in the mud to change a tire.

It might be well to suggest that your tour be planned off the main highways in large part. There is really very little pleasure in forming part of a procession along the state road, where you have to watch so carefully to avoid accidents that you miss the beauties all around you. Then, too, most of the natural beauties are not to be found on the main line. I know several sections of the country where just off the through road, there are falls and gorges and mountain heights, and scores of beauty spots well worth the visit. All over our country there are places as beautiful as any that Switzerland and the Rhine have to offer, and sunny Italy cannot match some of the American shore and mountain vistas.

Do not plan your tour so that you are compelled to rush from point to point at top car speed. You will not get the most out of your trip in that way. It is too much like running on a railroad schedule. Take time enough to enjoy your trip, even if you have to shorten it. Your tour is supposedly for vacation, recreation, pleasure; you get these things when you seek them. But, of course, if you are looking for a speed record you will not heed this advice. But why not go on a race track if you want to make a record this way?

More Power Required to Zig-Zag a Grade.
When attempting to climb slippery hills, the speed should be kept up and the hill rushed, bearing in mind that owing to the change in propulsive effort required, skidding is likely to occur at the foot of the grade. A good driver will also take advantage of the partly dry spots and will climb the hills as straight as possible for he knows that it requires more power to negotiate a zigzag course than it does a straight one. In descending slippery hills, the lower gear should be engaged and the speed of the car reduced by the

throttle rather than by the brakes. If the brakes are used at all, they should be applied without disengaging the clutch, and just enough so that the wheels can be kept turning and the car under control.

A good customer won't change his shop, nor a good shop lose its customer once in three years.—Chinese Proverb.

Benefits like flowers, please most when they are fresh.

The best always goes first.—Italian Proverb.

Butter is gold in the morning, silver at noon and lead at night.

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BATTERY SHOULD BE TESTED REGULARLY

The Method of Inspection is Fully Described for the Motorists.

Many motorists know that it is necessary to use a hydrometer syringe to test a storage battery, but they do not always know just how to use it. It is not hard to learn and it is really worth while if a man would save himself from a battery repair bill.

The hydrometer has a scale graduation in the upper part of the tube ranging from 1.150 to 1.300, with .005 graduation, and reads correctly at 70 degrees Fahrenheit. A full charged cell should read about 1.280 and a discharged shell should read about 1.150 specific gravity, both of which are marked by a red line on the scale usually.

The hydrometer test should be made before distilled water is added. If distilled water is added, and then the test made, the reading will not be correct.

Make the test as follows:

1. Remove plugs from top of cell.
2. Force the air out of the hydrometer syringe by squeezing the rubber bulb.
3. Insert rubber tube through the vent plug hole into the electrolyte; or battery solution.
4. Release the bulb and draw up sufficient electrolyte into the glass tube to float the hydrometer.
5. See that the hydrometer floats freely, touching neither top, bottom or sides.
6. Move the hydrometer syringe so that the level of the electrolyte in the glass tube is on the level of the eye.
7. Read the point on the hydrometer scale which appears level with the top of the electrolyte.
8. Then force the electrolyte back into the cell from which it was removed.

It is advisable to rinse out the hydrometer syringe with water, as the electrolyte will in time destroy the containing case.

In some cars the battery is so placed that it is difficult or impossible to hold the syringe in an upright position. Under such circumstances pinch the rubber tube with the left hand so that the battery solution will not run out of the hydrometer. Then lift the hydrometer out and away from the car and hold it upright and take the reading. Be careful not to release the rubber tube until it is again placed over the hole in the top of the cell.

AUTOMOTIVE BRIEFS FROM MANY CIRCLES

With fair treatment, the average motor truck should run 100,000 miles.

"Road Trains" is a new name coined through extension of use of trucks with two or more trailers per truck.

Over the modern roads in and near Foochow, China, there are 15 motor cars operated in addition to the 2,000 jinrikisha.

Despite the high cost of gasoline, taxicab fares are cheaper in Buenos Aires, S.A., than any other of the world's larger cities.

More than 1,000 automobile owners and mechanics have received training in motor courses at the College of the City of New York.

The refrigerator motor truck, designed especially for handling of perishable foods, is the latest development in the automobile industry.

By installing miniature laboratories on motor trucks, a series of tours is being organized in France for analytically testing the water in wells throughout the old battle area.

By a complete halt in state railroad building in Venezuela, motor roads are supplementing rail lines in that country.

Through the replacement of horsepower by motor power, wild horses are no longer found on ranges in New Mexico. The small Mexican cow ponies are rapidly diminishing.

Instead of the usual registration tax, based on horse-power rating, motorists in Oregon are assessed one cent a gallon on distillation. It is estimated that the 1920 revenue will exceed \$500,000.

The New Velie Six

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