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HINTS FOR THE MOTORIST

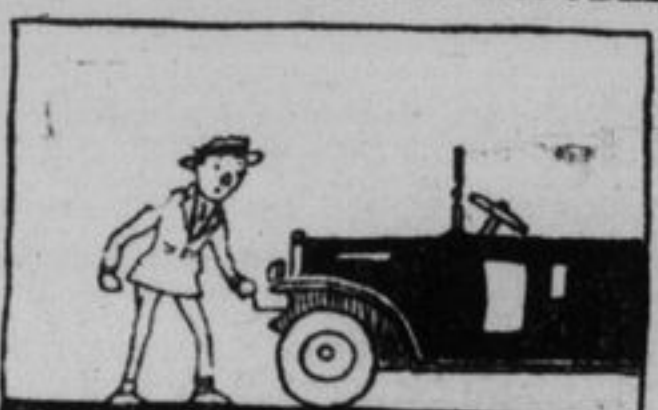
by ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews

Washing Cars Too Often

The Other Extreme is More Usual, But Both Extremes Are Bad

TOO MUCH OF A GOOD THING is often as bad as not enough and this is true in the matter of washing cars. It being a fact that the finish of many cars is prematurely destroyed and an expensive repainting job thus necessitated too early simply because of unnecessarily frequent washing. Even when the cleaning process is performed in the most approved manner, with the greatest regard for the durability of the finish, there is a well defined limit as to the number of such operations the surfaces will stand, without marked deterioration, and when the work is carelessly done, with severe rubbing, with dirty water and with the indiscriminate use of strong soap, the best finish will last but a limited number of such ordeals. Just as clothing will outlast but a limited number of washings, even when the gentlest methods are used, and a very much smaller number when laundry machinery and strong soap-powders are employed, so it is with motor car finish, especially that of the body. The appearance of too many cars is ruined and their protective coatings destroyed, the first season, by too many "baths," which might have been kept looking well for two or even three years, if moderation in the use of water—and soap—had been practiced. Many motorists, who can afford it, have their cars washed every day they are used, whether they need cleaning or not, and their varnish coats and even the color coats thus become deteriorated very early. This is not intended as a plea for sunning dirty cars. Mud that dries onto body finish will permanently and finally destroy it and should be washed off promptly, but a little road dust has very slight injurious effect. The idea that it is here intended to convey is that the finish of a car is something that in time will be removed by washing and that there is, in the matter of washing, a "golden mean," that will keep it in presentable appearance and still not unduly shorten its life.

ELECTRIC STARTER TROUBLE



C. J. A. writes: The starter motor of my car turns the engine over rapidly, but as soon as I switch on the ignition, the engine chokes, almost stops and turns over by jerks. As soon as I throw off the ignition, the engine is again turned over rapidly, and the engine cranks all right by hand. How do you account for this?

Answer: One possible theory is that when you crank with the electric starter, you have the ignition too far advanced and that when firing occurs, the engine kicks back, causing the jerking you speak of, and slowing down the speed. When you crank by hand, you retard the spark fully, for safety's sake, and that then the explosions act in the direction of rotation, causing starting to take place normally.

REAR WHEELS SQUEAK A. F. asks: What can I do to stop the squeaking of the rear wheels of my car, which I am told is caused by the demountable rims?

Answer: If these rims are sprung out of their true shape, they will not have a full bearing on the felloe bands and will continue to squeak. Moreover, if they are not mounted true on the wheels, they cannot be expected

to remain quiet. Sometimes, unless the clamp nuts are tightened in the right order and by the right amounts the rim gets out of line with the wheel and has an insecure bearing on the felloe band, so that it can "work" slightly. Bent bolts, with battered threads, may not tighten properly and thus lead to squeaking. Coating the inside of the rim and the band with flake graphite, mixed in gasoline, will lubricate the parts and tend to eliminate noise. If you can seat your rims accurately and tightly all around, we believe they will not move relatively to the wheels and thus will not squeak. It should be forgotten that wheels themselves sometimes squeak from looseness of the spokes in the hub flanges, occasioned by the wood drying out, particularly when the wood has lacked paint to protect it.



IS THIS A VALVE NOISE?

J. M. G. asks: Can the tapping sound that I hear when my car is climbing a hill on high gear be caused by a poorly adjusted push-rod?

Answer: It is hardly likely. Noisy pushrods make about the same amount of sound irrespective of the load on the engine, but this is much more noticeable when an engine is running lightly loaded and therefore rather slightly than when it is working hard and necessarily less quietly.

Keeping The Engine From Stalling

Keep The Engine Turning Briskly And Don't Load It Too Suddenly

STALLING OF ITS ENGINE, when a car is in traffic, is not only annoying to all concerned, causes irritating delay and calls forth withering expressions from the traffic cop, but it involves some collision danger. If it happens to an unskilled operator, especially on a steep grade, the likelihood of its occurring can be greatly reduced by carrying out the following suggestions: Set the hand throttle so that the engine will idle at a brisk speed, considerably higher than it is ordinarily allowed to idle. This will keep enough energy stored in the flywheel to help in accelerating the car. If there is a dashboard carburetor adjustment, set the mixture somewhat richer than would be used on the open road. Rely upon the footbrake rather than the emergency to hold the car, for if in a moment of confusion, the clutch is let in, with the emergency brake still set, the engine will probably stall. Keep the clutch in such a condition that it is free from any "grabbing" tendency and always engage it gently, speeding up the engine somewhat before letting it in. If the car has come to rest, never try to start on any gear but low and if it is very much slowed down, do not attempt to accelerate on high, but slip into second speed.

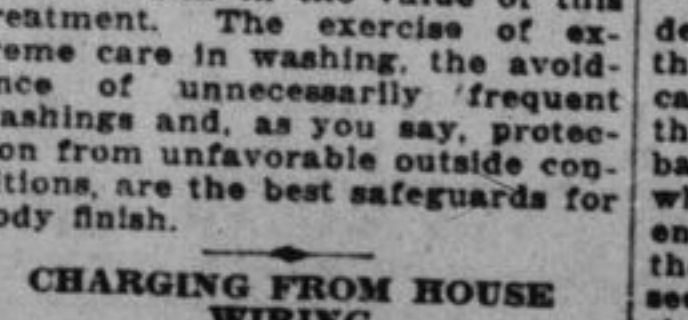
PRESERVING BODY FINISH



W. K. asks: Is there any concoction, soap or liquid of any kind worth using on the body finish of a car to prolong its life and to defer the need of repainting? I try to keep my car out of the direct sun and protect it from the elements as much as possible.

Answer: A fine grade of furniture or piano polish, applied very sparingly at not too frequent intervals and thoroughly rubbed off, is the only preparation that can be recommended for this purpose and we have only a moderate degree of faith in the value of this treatment. The exercise of extreme care in washing, the avoidance of unnecessarily frequent washings and, as you say, protection from unfavorable outside conditions, are the best safeguards for body finish.

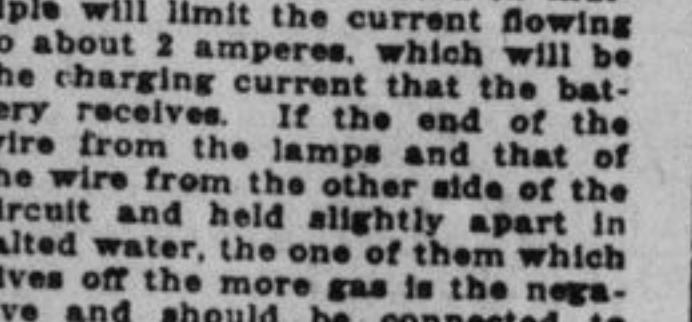
CHARGING FROM HOUSE WIRING



W. K. writes: I am told that I can recharge my six-volt battery by taking current from my direct current house service, through two one hundred watt lamps. Is this correct?

Answer: Yes. One should be absolutely sure that the circuit used carries direct and not alternating current and that the negative side of the supply circuit is connected, to the negative pole of the battery.

SPOKES RUB ON BRAKE PARTS



C. F. F. writes: There is quite a deep groove worn on the inside of the spokes of the rear wheels of my car, apparently by their touching the center anchor pins of the brake bands, but upon jacking up the wheels, I cannot find them enough in the axle shafts to let these parts rub and the bearings seem as good as new. What do you think causes this?

Answer: It seems hardly possible that there is sufficient end-play present to enable the wheel to move inward enough to take up the large clearances, which exist between the parts that you think rub together. We suggest that you put some paint on the end of the anchor pin, run the car and see if it is rubbed off. If it is, contact has evidently taken place and there must be more end-play than you think, enough, it would seem, to indicate the utter failure of the thrust bearings to act. There is one more possibility, viz.: That when the brakes are strongly set the toggle parts and the hand may "cock around" so as to bring some part of the mechanism into contact with the spokes, although it is not clear just how this could happen. Let someone set the brakes while you watch the result.

A BUSINESS COUPE OF STEEL

Dodge Brothers offer to the business public of America an entirely new principle in Coupe body construction.

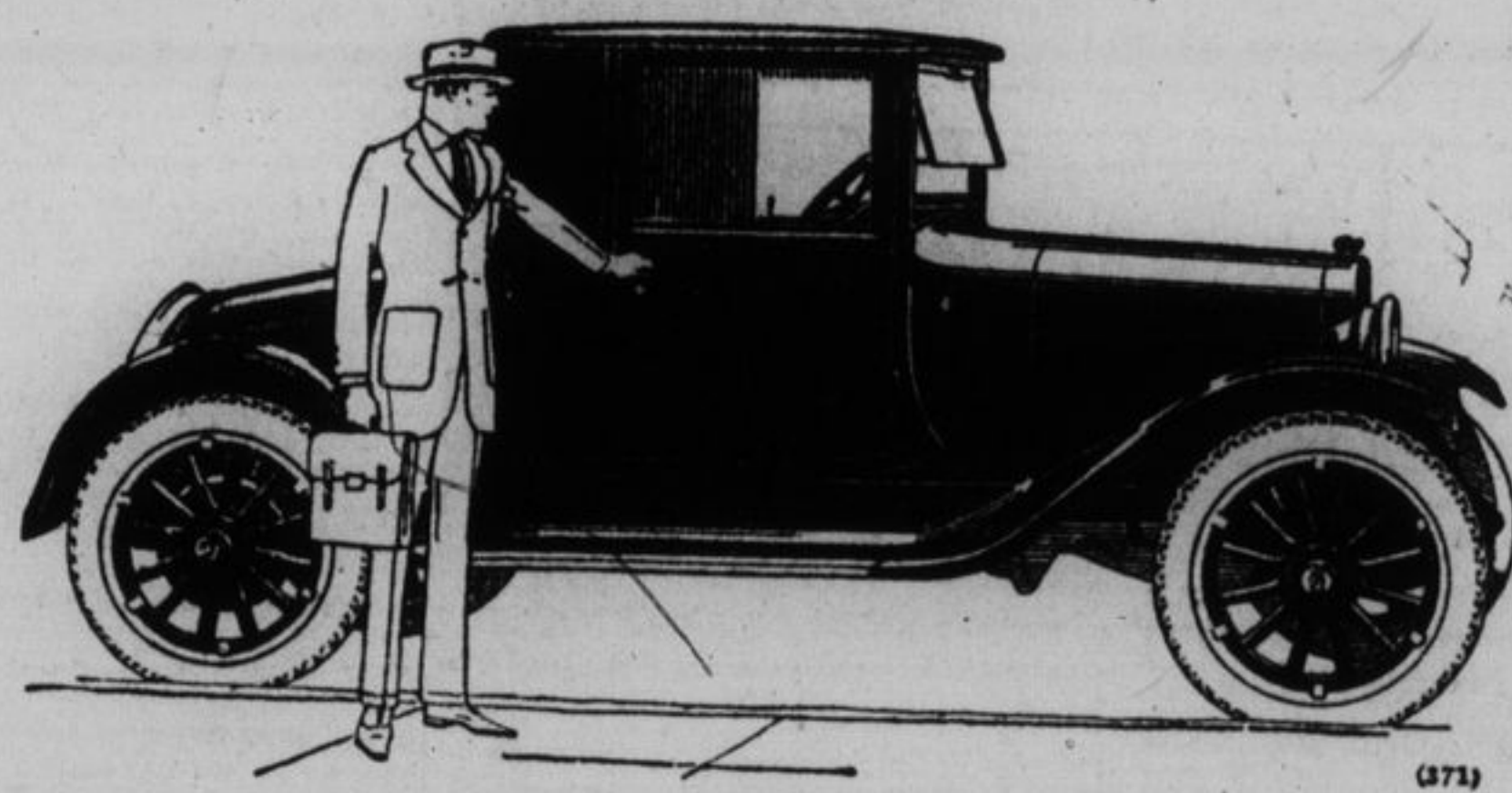
From framework to window mouldings the body is built of steel. It is the first all-steel closed car ever marketed. This design anticipates every possible requirement of commercial travel. It insures unusual quietness—unusual grace—unusual stamina. It has made it possible to give the Coupe that same lustrous baked-on enamel finish for which Dodge Brothers open cars have long been famous.

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