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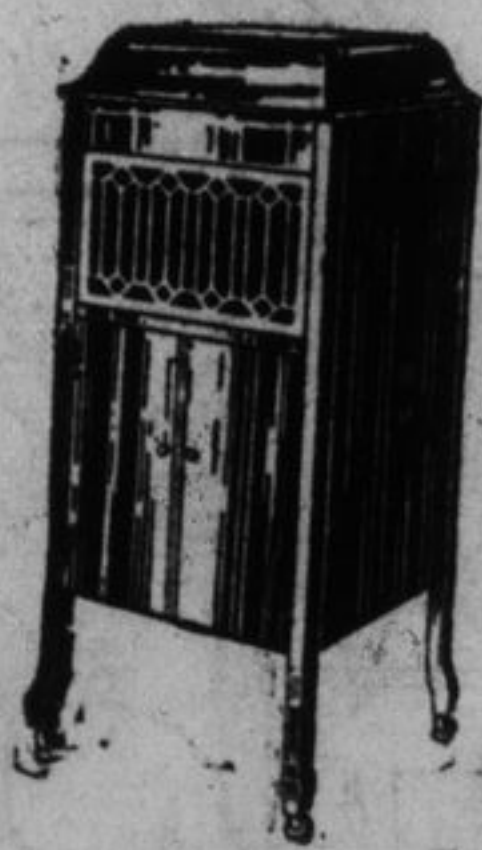
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HINTS FOR THE MOTORIST

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

Grease Or Oil For Chassis Lubrication?

The Former Won't Distribute Itself And The Latter Won't "Stay Put"

CHASSIS LUBRICATION—the lubrication of spring bolts, steering gear connections and the like—requires more time and labor than any other single car maintenance operation, that is, when it is attended to often enough. Most instruction books call for "daily attention" to these bearings or specify that they shall be lubricated every 150 miles, but this requirement is seldom lived up to and even if very fair attention is accorded, wear nevertheless soon becomes noticeable and the car becomes really on this account. It is not unusual for spring-pins and bushings and steering-gear devices and pins to require two or three replacements, during the average life of a car. Of late, a controversy has been going on concerning the relative advantages of grease and fluid oils for the lubrication of chassis parts and new methods of applying these lubricants have been making their appearance. The entire question is one of great actual importance, but is far from being settled, as is evidenced by the great diversity of practice on the part of car manufacturers, some using oil and some grease, with a considerable variety of feeding devices. Experience has shown that a bearing which makes less than a full rotation, such as a spring-eye bearing, does not reliably distribute over its entire surface the grease which is supplied it, serious wear taking place at the "dry" portions. Further, if a heavy grease or even a soft grease, thickened by cold, is used it is very difficult to force it through the passages to the bearing surfaces, especially if the lubricant therein has become hardened, as the fresh grease will squeeze back, past the threads of the ordinary grease cup, rather than enter the bearing. Instead of entering between surfaces having heavy pressure between them (where it is most needed), grease tends to escape to lightly loaded portions of a bearing. Oil, on the other hand has the inherent ability to distribute itself, by its own "creeping" or capillary action, which grease does not possess. There is little trouble experienced in getting it into a bearing but, by the same token, it readily leaks out and collects on external surfaces, which is not the case with grease. If grease is to be the lubricant used, a means for introducing it more conveniently and at higher pressure than by the conventional compression grease cup is highly advisable and anything approaching a hard grease should be avoided. If oil is used, means for retaining it and for feeding the supply gradually are of advantage.

DANGER FROM GARAGE HEATER



C. W. G. writes: I have a hollow tile constructed garage, which is so located that it cannot be heated from my furnace. If I should install an ordinary coal stove in it, would there be danger of explosion and fire from the gasoline vapor being and igniting from the fire in the stove?

Answer: Undoubtedly there would be some danger, for example, if the carburetor should begin to flood or the car be left with a leak in the piping or tank, as gasoline vapor would be formed, and be drawn toward the stove by its own draft, with considerable likelihood of its being fired and flashing back to the car. If you are very careful, however, fuel leaks and shut your supply off at the carburetor, whenever you leave the car, you doubt if you would have any trouble, but there would still be an element of danger. Couldn't you build on a small addition right against your garage but with no opening in the garage wall except that through which the heat distributing pipes pass, and locate

the stove or heater in this addition or lean-to?

RIGHT REAR TIRE WEARS UNDUPLY

P. G. asks: Why is it that the right back tire of my Ford touring car always wears faster than the left?

Answer: The most plausible explanation is that the right rear wheel wobbles, that is, runs out of true, and we suggest that you jack up the rear end, start the engine slowly on high-gear and see if this is not the fact. The tire of a single plane, does not run truly in a single plane, the wearing effect on the tread is very rapid. If the end of the axle shaft is bent, the wheel wobbles as a whole and if the wheel itself is warped, there is also a serious side scuff imparted to the tire. The right tire bears slightly more weight than the left, owing to the crown of the road which tips a car over a little toward its right side, but the effect of this on tire wear is rather small.



Modifying Chassis Lubrication

Choose Your Method And Try It Out

IF THE METHOD OF chassis lubrication installed on one's car is bothersome or doesn't properly protect the parts from wear, it fortunately is easily possible to adopt something else, for there is a variety of oil and grease applying devices, all adapted to screw into the threaded holes, where the old devices are attached and, as a rule, the distribution passages and grooves in the bolts will work with either lubricant. If one has a grease-cup equipment, he can replace each cup with the ball-check and locking device, required to adapt it to receive grease, much more conveniently and effectively from one of the high pressure grease guns, furnished with chassis lubrication, than from the fittings. In case one wishes instead to try oil, there are simple, dust-proof oil retainers, oil cups which let down their contents when subjected to vibration but otherwise retain it, oil cup devices which when operated force the lubricant into the oil ways under pressure and various forms of cups or reservoirs which feed their supply, gradually, through wicking or felt to the bearing surfaces. Devices of this class can usually be screwed right into the old holes. Then there are oil devices on the market for chassis lubrication, by means of heavy oil, of such a consistency as to possess some "creeping" tendency but viscous enough so that it does not escape like ordinary engine oil. Ball check oil retainers made to take the nozzle of such an oil gun can be substituted for other screwed-in fittings. Changing from a bothersome, time consuming and dirty method of chassis lubrication to one that is convenient and quick and at the same time gives positive results, if almost always to the advantage of the car as well as of the motorist, because of the lessening of the labor involved usually causes it to be performed more frequently and regularly. Oil feeding devices which are found empty, very soon after being filled, are open to suspicion, but those which empty gradually, keeping the parts always oily, can be regarded with greater confidence.

STEERING LACKS POSITIVENESS



P. D. writes: The steering wheel of my car can be turned full three inches at the rim without moving the front wheels and one of my friends says this amount of looseness is dangerous. Do you think so? How can it be remedied?

Answer: It is perhaps extreme to call it downright dangerous, but so much play as this lessens the accuracy and promptness of control to some extent, although when one has become accustomed to it, one can apparently steer about as well as one can. However, it certainly makes steering unnecessarily fatiguing as the operator has to be turning the wheel back and forth almost constantly to correct the wandering tendency of the wheels and keep the car headed right. Your last motion may be in the steering device itself, correctible by adjusting the worm and gear or other irreversible mechanism. It may be in the drag-link and connections, which are capable of being taken up or it may be in the knuckle bolts or knuckles or elsewhere, where worn parts may have to be renewed. Much more than one inch of play at the rim, seems to us excessive.

NEW CARBURETOR FOR OLD



J. S. writes: The carburetor of my 1914 car is about played out and is beginning to give trouble. I have been advised to discard it. Would a modern carburetor give me more miles to the gallon and be of benefit in other ways? How much trouble would it be to install it?

Answer: The design and construction of carburetors have improved enough in the last eight years, particularly in the matter of handling heavy fuel, so that by putting on one of these, you should obtain considerably higher economy, better acceleration and some more power. We doubt, however, if you will obtain maximum results, unless you provide for more intake heat than your engine was originally arranged for. Perhaps you can do this by using a replacement hot-spot manifold or something of this kind. If in ordering your new carburetor, you specify the make, model and year of your car, they will furnish you with an instrument which can be attached comparatively readily, although some modification of your throttle control, feed-pipe, hot-air supply and choke control may be required.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

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Live Topics at Adolphustown—Wedded Couple Screened.

Adolphustown, Dec. 7.—Two of the leading topics of the day are the fuel problem and the water famine. Mrs. Peter Chalmers suffered a paralytic stroke on Saturday night from which she has not rallied. Mrs. Stephen Mack has been having a serious time with blood poisoning in her hand. She returned home on Wednesday somewhat improved after spending some days in Napawan taking treatment.

The Methodist young people have re-organized for the winter and will hold their first meeting of the season tonight. Both churches are getting ready for Christmas trees, also public school No. 3. The ladies of the Anglican church held a successful bazaar and fowl supper in the parish hall last Friday.

Some of the local sports attended the great football match in Kingston last Saturday and were delighted when Queen's won. G. A. Kuttan was in Kingston last week taking treatment for his eyes which are in a serious condition from inflammation.

James Dorland and Miss Grace Mallory were married in Chicago and returned home on Thursday. Their gentlemen friends gave them the customary serenade on Saturday night.

At Chaffey's Locks. Chaffey's Locks, Dec. 9.—Mrs. P. H. Wright and children are visiting at Ottawa. Mrs. W. Teeples, Kingston, is spending a few days with D. J. Hughson's. George B. Fleming and Mrs. W. D. Heslin are guests of Mr. and Mrs. W. H. Fleming. James Lunds has returned from Prescott. A number from here attended the oyster supper at Crosby. Mrs. W. Emmons is visiting at Kingston. Mrs. Philip Brady has returned from Hotel Dieu hospital, Kingston, much improved in health. Mrs. R. Axworthy and little son, Forfar, are visiting in this vicinity. Fox hunting is the order of the day. J. W. Simmons has captured six of the crafty tribe.

Balfour's Mistake. When Mr. Balfour, then at the height of his parliamentary reputation, first heard Rigby, the great Chancery leader of the day, speaking in the House of Commons, he was astonished at his feebleness, and said to an acute and entertaining friend, "If that man makes twenty thousand a year at the Bar, I could make forty thousand."

The friend retorted, "If you had gone to the Chancery Bar, Arthur, you would have been universally respected, written a legal book, and made about seven hundred and fifty a year."

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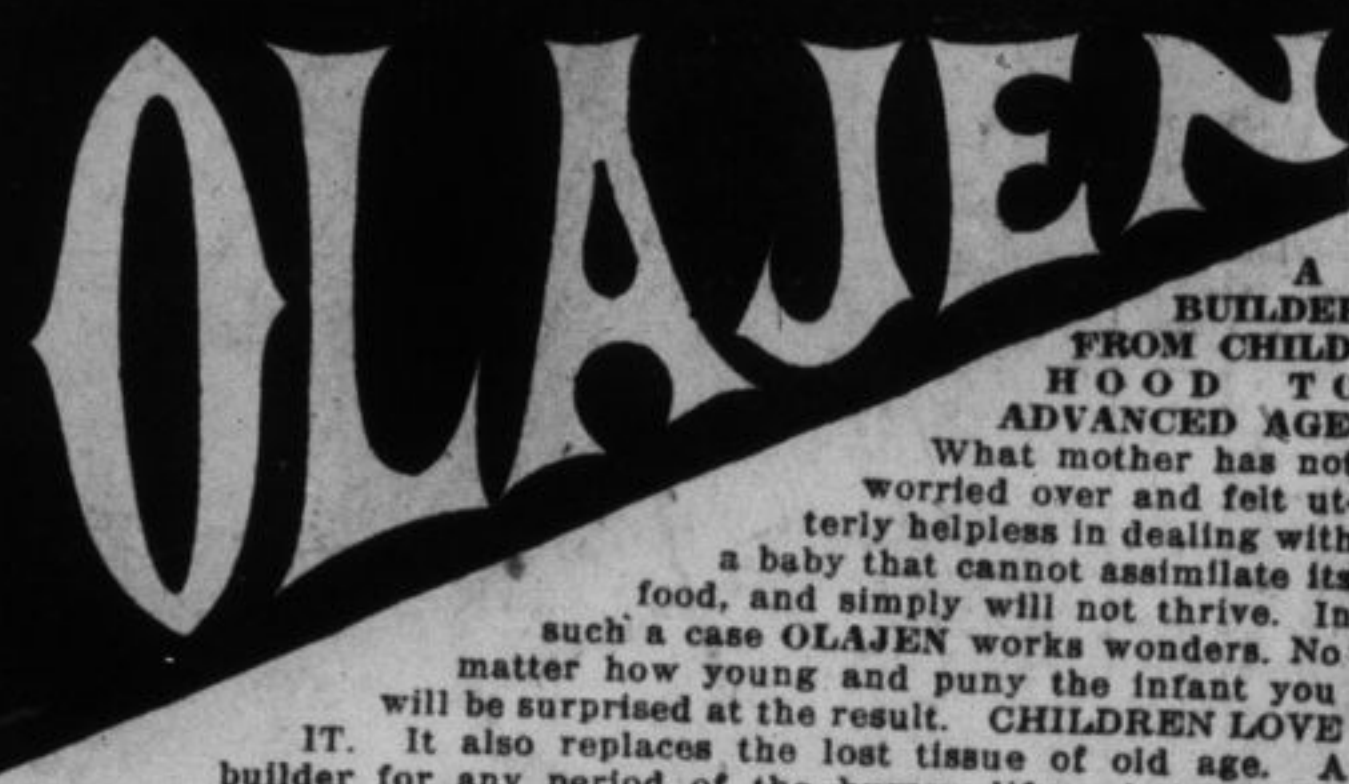
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