

# In the Automobile World

## HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH

### Does Your Car Need Refinishing?

If So, Look Up The New Processes

MOTORISTS WHOSE CARS have become shabby in appearance and need renovating should investigate the newly introduced methods of lacquer finishing, before ordering conventional paint and varnish jobs. These processes have developed to the commercial stage so rapidly that in nearly every important community there are concerns equipped to apply one or more of them in an expert manner. The general adoption of this so-called pyroxilin finish by car manufacturers is sufficient evidence of the advantages which it offers and fortunately it is one of the improvements which is applicable to old cars as well as new. Any concern authorized to apply body finish of this new type will be glad to describe the process in detail, to enumerate its points of superiority, to exhibit cars to which it has been applied and to quote prices upon work submitted to them. To all appearances the day of paint and varnish in the motor car field has closed and that of sprayed lacquers of a wide variety of shades has opened. Beside the celerity with which it can be applied it is generally admitted that lacquer finish resists the effects of exposure, washing and legitimate wear in a very remarkable degree and possesses exceptional permanency as well as presenting a very handsome appearance.

### SAL SODA FOR RADIATORS



J. A. M. asks: What is the best way in which to clean out the radiator and water-jackets of my car? I have been told to use common washing soda. Is this a satisfactory treatment and how is it accomplished?

Answer: Yes, it is the most available method. Dissolve one pound of washing soda (sodium carbonate) for each gallon of water required to fill the cooling system and, after drawing off the old water, refill the system with this solution. Give the car an average day's run and just as soon as the engine is stopped draw the solution off the radiator and water-jackets. Refill with pure water, run the engine until it is hot (with radiator shielded if desired) and discard it, filling the system with pure water once more. Running water through the system from a hose, with the radiator drain-cock open, tends to remove scale and dirt.

### WON'T IDLE WHEN HOT



S. J. M. writes: After it has become warm, the engine of my car backfires frequently, fails to idle reliably and often stalls when I disengage the clutch, although it idles all right when cold. It has lots of power and gives trouble in this particular only. How do you explain this?

Answer: Your carburetor is so constructed and attached that its

float-chamber runs pretty warm and vaporization probably occurs in it, causing vapor instead of liquid gasoline to escape through the spray-jet, making the mixture too lean, when the engine is hot, especially if high-test or casing-head gasoline is used. Try disconnecting your hot air supply. Moreover this carburetor employs a heavy brass piston, in a cylinder, to regulate the air and gasoline and if the former sticks in the latter it makes the mixture too lean. This may be more likely to happen when the piston becomes hot and will occur at all times unless the piston and its cylinder wall is kept highly polished. Brass polish has to be used frequently to keep these parts perfectly smooth.

### TOO HARD ON THE GAS



A. H., Jr., writes: My four cylinder car is proving a veritable gas-eater, averaging but 9 to 12 miles per gallon even on long trips. Instead of the 18 miles per gallon they say it should give me. Have had the carburetor adjusted twice. Can you help me to correct this?

Answer: Your carburetor requires plenty of exhaust heat. See that it is getting it. Be sure your ignition timing is as early as practicable. If any of the cylinders leak gas past pistons or valves, have necessary repairs made. Inspect your vacuum-tank to make certain there is no gasoline being sucked into the intake system direct, on account of a leaky float. Run your cooling water as hot as practicable, shielding the radiator slightly, if necessary. Look out for dragging brakes. Use the best engine oil and change it frequently. Perhaps your carburetor can be adjusted for a still leaner adjustment and still give a powerful mixture. Unless your engine has good compression, all around, you cannot expect satisfactory fuel economy.

### WITH HITCHHIKERS DRIVE

is looking for strange noises

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which occur when the engine is pulling hard, and when the drive is of the Hotchkiss type, that is, through the springs from chassis to body, remember that there is also a slight transmission of such power through other connecting links between chassis and body. The way to locate this is to visualize the rear axle as the thing that is pushing the car forward. Then look to see through what units, rods, pipes, etc., besides the springs, this driving force might be transmitted to the body in order to push it along with the axle. Somewhere along the line there may be an un-oiled connection for one that is loose.

### SPEED WAGON HAULAGE REDUCED TO A SCIENCE

#### Predetermination of Loads Gives Best Results in the Use of Motor Transportation.

Buying delivery facilities or commercial motor transportation has been reduced almost to an exact science. This is brought out in a discussion of speed wagon sales policies by George W. Boyd, of Boyds Garage, Reo Motor Car Company representatives in this territory.

"Responsible manufacturers of commercial cars and trucks have been very active in bringing about intelligent buying and intelligent use of motor equipment for delivery or haulage purposes," says Mr. Boyd. "This is not altogether unselfish on their part for they realize that rational use of their products will result in better performance and correspondingly increased prestige.

"One thing that Reo has consistently campaigned against is overloading. The Model F. speed wagon was designed to carry loads up to one and a quarter tons, and salesmen have always been under instructions not to sell the speed wagon into service where loads could not be kept within this maximum. "Of course, in 75 per cent. or more installations this capacity is sufficient. Many types of haulage can be carried on most economical and satisfactorily by making more trips at an increased speed with lighter loads.

"In order to aid buyers and salesmen in predetermining loads, the Reo Motor Car Company has supplied speed wagon salesmen with tables of weights of various commodities. Building materials, dairy and farm products, coal and coke, fruits, various types of groceries, meats, confectioners' supplies, metals, and many other commodities are given in pounds per unit of bulk.

### TIMELY TALKS WITH AUTOMOBILE OWNERS

#### Needed Improvement.

Big improvements in little things will soon be demanded by the discriminating car owner. Perhaps the most important of these will be a gauge that will tell the car owner at a glance just what the quality of his oil is. These oil level indicators on modern engines tell nothing but the quantity of lubricant in the crankcase and register just as well if half the so-called lubricant is gasoline that has leaked past the pistons. Just because the indicator says "full" is no reason to suspect that the engine has sufficient lubrication. It may be several quarts shy of real oil. Those early dash pump indicators that used to whirl around to show that the engine oil was being circulated had some advantages over the calm needle indicator of to-day. The driver could at least see the oil and sometimes tell whether or not it was equal to the job.

#### Accounts For Skipping.

Motorists who have been told to drive with the accelerator frequently make the mistake of paying too little attention to the hand throttle. Failure to consider the latter accounts for much of the inability to get smooth performance from the car without slipping the clutch or coasting over the low speeds. With the hand throttle set for mere idling of the engine there is naturally a break between this speed of the engine and the minimum speed at which it pulls the car in high gear. Since the accelerator is usually operated a little more roughly than the hand throttle this break is further accentuated until the engine seems to be skipping during the effort to keep the car running at five to ten miles an hour in high. The way to overcome this is to find out at what speed the car will just barely run in high and set the hand throttle accordingly.

#### This Is Important.

There is a tendency to forget that you cannot allow such a wide variation in pressure for balloon tires as you can for regular cords. For instance, whereas a margin of 15 pounds of air does not make much difference one way or the other in a cord tire that is moderately inflated a full balloon tire may be entirely too soft or too hard if only eight pounds below or above the recommended pressure. To get the best results from balloons it is important to keep this essential difference in mind.

#### When To Shift.

The speedometer is not the only guide to follow in deciding when to shift down to second on a hill. Load, road, and weather conditions frequently make it advisable to shift at a lower car speed one time and another, and vice versa. It's all a matter of avoiding strain. The moment the car begins to reveal evidence of engine vibration the driver should take this as a tip to shift. One of the handiest guides in this connection is the handle of the emergency brake. It is bound to vibrate when the engine has started to labor. If it quivers, shift.

#### Cleaning The Heater.

Where does all the floor dirt in the tonneau go? If your car is equipped with a heater, the chances are that the dirt is at the bottom of this device waiting to be dumped out in the street. Usually there are small doors at the bottom of the heater case for this purpose. They can be opened by pushing a screwdriver through one of the openings in the radiator. The doors will close of their own accord, being hinged on springs for this purpose.

#### Breaking In New Car.

If there is an opportunity to jack up the hind wheels of the new car and let the engine run in gear all day, be sure to lean out the mixture as much as possible. Usually a new car is set for a rather rich mixture because the dealer knows that it will have to do a lot of work even if the driver does not exceed a speed of 20 or 25 miles an hour in high gear. This usually fills the engine with carbon, but this can be obviated by leaning out the mixture and running the engine with the wheels jacked up. You obviate the possibility of scoring the cylinders, burning out the bearings and other damage. And at the end of the breaking in process the cylinders should have less carbon in them than they would have had had you actually driven the car.

#### Golf Links at Clayton, N.Y.

At Clayton, N.Y., a move by the business men of the town to purchase fifty-seven acres of land, on the St. Lawrence river, to be used as large golf course as an accommodation to tourists and also town-people was inaugurated. The land is now owned by the Wagoner-Albright Realty company, Rochester, N.Y., and was purchased by this company last year from the Emory estate. The site is an ideal one, providing natural hazards, water holes, etc. While it is within the village limits, it is far enough to be away from the traffic.



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