

## MOTORISTS' PROBLEMS

Solved for Readers of  
The News-Times

By William H. Stewart, Jr.

Motor Department:—Will you kindly advise me in your next issue the following: I got a new Ford in December and the cylinder toward the radiator has leaked oil from the first day I got it. I took it up to the salesman from whom I got it and they took it in the repair shop and made the spark plug hole bigger, but that only stops the oil from leaking through the plug. I can only run about half a mile, then I have to get out and clean the plug for it won't miss. Thanking you in advance.

C. S.  
The piston rings in number one cylinder do not prevent the oil from passing the piston. There may be several causes for this: (a) Cylinder may be out of true or scored. (b) Piston too small or out of true. (c) Piston rings dead or badly fitted. Since the other cylinders cause no trouble you can hardly blame the oil. The sooner you eliminate the cause the better, as a missing engine will sooner or later work serious injury to other units of the chassis. If you find the cylinder true then a new oversize piston with rings properly fitted should remedy the trouble.

Motor Department:—Can you tell me how to get my engine to start? I have a 40-horsepower four-cylinder. I have timed it and ground in all the valves. My spark works finely. I have adjusted my carburetor, but cannot get my engine to start. I got two explosions after priming the engine. My intake valves work by suction and my exhaust works from the cam shaft. The factory that made this car is out of business. If you can alleviate my trouble I would appreciate it.

The trouble may be due to wrong replacing of the valve cages. When grinding valves which seat in a cage, as in your car, it often happens that the cage is not set back in place right. Make sure that the openings of the valve cages face those of the inlet pipe. With the valve cages installed wrong no gas can reach the combustion chamber.

Motor Department:—In taking the valves out of my motor I noticed that the exhaust valves particularly are very much spotted. One valve is slightly warped. Will you kindly advise whether it is necessary to get all new valves, or whether it is necessary to get one new valve only?

K. M.  
You have allowed the valves to go too long without grinding; hence the pitting of the valve seats. It will be necessary to grind these until the pits or spots disappear and a clean, smooth seat is obtained. As to the warped valve stem, it is best to replace that. In replacing it obtain a proper seating of the valve. The exhaust valves especially should be ground frequently. In order to obtain the best results from a motor it is advisable to reset all the valves about every 2,000 or 3,000 miles. If this is done there is less work and much better results are obtained.

Motor Department:—I should be pleased to have you give me the following information in your column: Is it necessary to have distilled water put in a storage battery? Would not other water do as well, and how often should it be filled with water? Would it be possible to keep a storage battery in a car all summer without having it recharged, if it were used only occasionally? I have a primer on the dash and have been filling this with kerosene once a week and cleaning out the engine. Would it be advisable to substitute wood alcohol for the kerosene?

E. W.  
It is necessary to use distilled or fresh rain water because ordinary well or spring water contains soluble salts, which will ruin the battery. The cells should be examined every two weeks and the necessary amount of water added to keep the plates covered. The battery should not stand more than one month without recharging. Alcohol may be used instead of kerosene, but may not give as good results.

Motor Department:—I took the wires off my generator, but failed to mark them. How can I tell which is the positive and which the negative wire?

L. R.  
Run engine so that generator will produce current. Place ends of wires in a glass of water with a little salt or soda in it. The wire giving off bubbles is the negative one. Be careful to connect so that current from the positive of generator will enter positive of battery.

Motor Department:—Please give me the symptoms of overheating so that a layman may understand them. I own a new car and have driven it 3,000 miles, but am not very well versed in technical terms.

T.  
The symptoms are unmistakable. Steam at filling cap of radiator is the first and most pronounced symptom. Loss of power, knocking, particularly on a hill, color of hot metal and of burning oil are others. When switch is opened engine continues to run. This may also take place when engine is carbonized, but in that case the radiator would not be steaming.

Motor Department:—I have a 1918 six-cylinder car. Hotchkiss drive. The last few months I notice that when the back seat is loaded there is a dragging or swishing sound in the rear axle or drums, which sounds like the brakes are dragging. This is especially noticeable in starting off in low and intermediate gears and also in turning corners. Please advise what this is and the remedy. The springs are not broken and I have discontinued the emergency brake rods and lengthened the service brake rod.

D. P.  
Some part is dragging, but if it does not cause machine to lose power it may not be serious. It is not advisable to disconnect brake rods, especially as in your case it has not remedied the trouble. Be sure that the wheel house of body does not chafe against the tires when car is loaded. Also note whether the rims are tight on wheels. A few new rim lugs may overcome the trouble.

Motor Department:—What is the best way to strengthen a pair of springs? The front springs of my car seem to be too weak and bump when going over rough roads. Is it best to buy new ones?

E. L.  
If the springs have been in service for a long time it would be advisable to have them reset. If you think the load is too heavy for the springs to carry without bumping it would be best to add another leaf and also reset the springs.

Motor Department:—I have trouble with my steering wheel in a way that I have never heard expressed by any one. My car, nearly new, responded to the wheels easily until this morning, when it suddenly refused to turn in either direction an inch. It was frozen in the collar, below the steering wheel and after much work it was made to turn, but much too stiff. Can you advise me as to the cause and a possible remedy against getting in like fix again, for it would be a source of some danger. Thanking you in advance, I am,

D. S.  
The steering gear needs careful attention at frequent intervals. It must be kept well lubricated. The bushing in question seized, due to lack of proper lubrication. This is very apt to happen with any bearing where there is any amount of friction. Under the circumstances it would be advisable to remove the bushing or bearing and refit it. You may be able to ease it by applying oil freely and working it considerably. If it is worked free and kept lubricated there will be no danger of its seizing again. It might be well to install an oil cup at this point.

Motor Department:—I have a

Chevrolet with Connecticut ignition and Autolite starting and lighting system. The lights on my car are very dim when engine is still or when the engine is running slow, but are good when the engine is speeded up. Have examined the battery connections and find them good. Have nearly new Columbia battery, which is pretty well charged and will at all times easily start motor. I will appreciate your telling me through your columns where to locate the trouble.

G. R.  
When the engine is dead or running slowly the lights draw the current from the battery. When the engine is speeded up the lights usually take current direct from the generator. From what you have stated it appears that your battery is not sufficiently strong to afford bright lights. Perhaps it will not hold the charge. Would suggest that you have the battery inspected and tested at the regular service station or by some one thoroughly familiar with diseases of storage batteries.

HELPFUL HINTS.  
Keep careful watch on your distributor. In case of a leak in the high tension wires a spark will jump and you can see it. But the spark may be jumping inside and you not know anything about it. So remove the cover occasionally and wipe out the dust. By this means trouble is avoided long before it can occur.

Starting and electric lighting systems require efficient batteries. For this reason the battery should receive careful attention. It should be inspected frequently and the plates of the cells kept covered with electrolyte. A little distilled water added at frequent intervals may obviate the necessity of a new battery.

If your car is equipped with the battery ignition system always remember that the distributor points need cleaning frequently. Carefully follow the maker's instructions and you will enjoy a smooth running engine.

Most self-starting systems have a fuse box installed at an accessible point. The purchaser of a new car should acquaint himself with this as quickly as possible. Very often considerable trouble can be eliminated by the installation of a new fuse. This is a simple matter, but if not known may cause a lot of trouble and unnecessary expense.

When the self-starting device fails to start the engine after reasonable trial the trouble should be located without delay. One cannot expect too much from a small battery. The self-starter is not supposed to crank the engine indefinitely. Bear this in mind and you will prolong the life of your battery.

GOLFER HITS BALL  
AND KILLS A ROBIN

WINSTED, Conn., April 24.—A freak accident of the golf links that has aroused the interest of local golfers resulted when Eddie Fitzgerald drove a ball that decapitated a robin. The bird was about 100 yards from the tee, and the ball, which skimmed the fairway, took off the robin's head as cleanly as with a knife.

DRINKS EMBALMING  
FLUID FOR LIQUOR

ROCKFORD, Ill., April 24.—Craving for drink led Harry Gustafson to try a concoction of embalming fluid. The potion, consisting of alcohol and formaldehyde, left Gustafson with "no pulse" for several minutes, physicians who attended him said. Nevertheless Gustafson is recovering.

The housing situation is so acute in England that discarded buses are being utilized for housekeeping by small families.

A small but accurate machine has been invented for recording the collection of the war tax sales in retail establishments.

REO

The Coming of  
the "Speed Wagon"

It may interest you to know how Reo came to build this pneumatic tired "Speed Wagon" in the first place.

This Reo was the pioneer of its class and type—as you already know.

It looked like a daring innovation when first announced, but we were sure of its ultimate success despite the scepticism with which it was greeted by other makers and even Reo dealers.

We had been building solid tired trucks.

Built as well as Reo knew how, still they did not live as long as we believed they should.

One day Engineer Thomas decided to equip that chassis with pneumatic tires and watch results.

As he had anticipated, that chassis outlived the others several times over.

Repairs and replacements were reduced surprisingly.

Then we decided that pneumatic tires was the answer to trucking problems as it had long since proved to be to passenger carrying.

At first, as we have said, this new Reo which we termed the "Speed Wagon" met with scepticism everywhere.

But it soon proved its great superiority in every way.

The greater speed of which it was capable rendered it wonderfully economical as well as vastly more efficient.

And the air cushions on which it rides cut upkeep and operation cost away down.

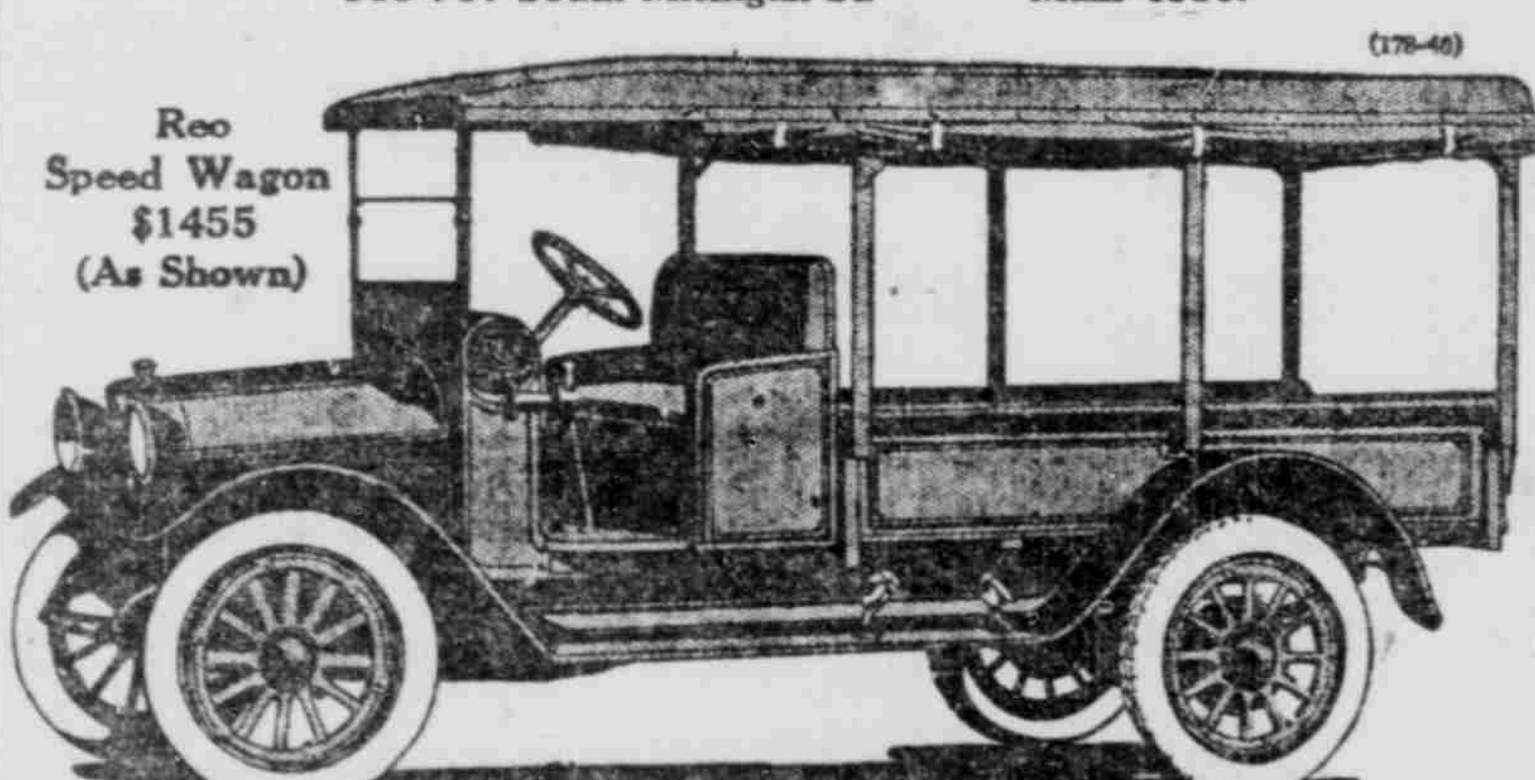
Now—our only problem is to make them fast enough—never have been able to catch up with the tremendous demand.

Only way you can hope to obtain a Reo "Speed Wagon" for reasonably early delivery is—order at once.

Today—won't be a minute too soon.

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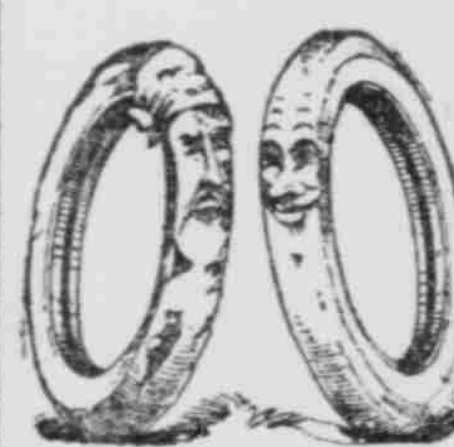
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