

A REPAIRMAN'S POINT OF VIEW

By LEO G. DEVANEY

Probably the best advice a repairman can give to the motorist is, to give his automobile the same care and attention he would give to any sensitive piece of machinery or any sensitive animal. The Golden Rule works as well when applied to automobiles as it does when applied to human beings, and the automobile will respond in like measure in degree of service. Therefore, the first thing to take into consideration when expecting service from an automobile is to give that automobile a reasonable amount of care.

Care and attention when applied to automobiles means just this: Keep your gasoline tank filled; keep plenty of oil in the crank case; keep plenty of water in the radiator; keep all grease cups filled and turned down; keep your springs clean and well oiled; see that all nuts and bolts are kept tight; pay special attention to your steering connections and brakes; keep plenty of oil and grease in the transmission, differential and universal joints; see that your tires are pumped up properly, and above all, keep your car clean both outside and in.

If the above points are followed,

your car will deliver to you the best service of which it is capable and should last a great deal longer. Remember this: The man who says, "gimme a quart of oil and 5 gallons of gas," and then never pays any further attention to his car is going to meet with a lot of grief and pay out a great deal more than the man who exercises care and judgment in operating his car.

The average repairman will take more interest in working on a car that is clean than on one that is caked with mud and grease and filth, either under the hood or under the floor boards, consequently the motorist's bill is a great deal more when the mechanic has to clean off every piece he works with and then clean his hands before he can handle it. Don't blame the repairman when such a condition exists—blame yourself!

We have a great many motorists brag about their own accomplishments when referring to minor repairs they have made on their car. It is true that if they gave their car constant attention they would be able to check up on items that would save them a great deal in the end. But if these same motorists are not

care in their own minds, just what is the trouble, they will gain more by taking the work to a man who understands his job. An automobile is just as intricate as a watch, the only real difference being that in an automobile you can see most of the parts.

Don't be a pest; if you have your car in the repair shop and can't trust the man who is working on it, take it to some one in whom you have absolute confidence. Tell the repairman what you want done; how soon you would like to have it, and tell him to notify you when the work is done. The repairman will appreciate your courtesy and will get your job out quicker than if you were standing in his way every time he wanted to reach a tool or move from one part of the car to the other. Don't try to tell a mechanic his business. If you can do it better than he, you are just wasting money by not doing the work yourself. Mechanics are always anxious and willing to explain the mechanism of your car or why different things should happen. If you want to learn the business, either hire out as an apprentice or go to a trade school. The man who goes from shop to shop gaining information in order that he may go home and tinker with his neighbor's car, is very quickly found out and shunned by all as a small, cheap pest.

The average automobile engine should have the carbon cleaned out of the cylinders and the valves every 2500 or 3000 miles, depending on the amount of running and the kind of oil used. This is a necessary evil, due to the fact that carbon forms in internal combustion motors, which accumulates on the piston head, cylinder head and on the valves. Therefore, to insure the most miles per gallon and the most power, it is imperative that the inside of the motor be kept free of carbon.

With the present grade gasoline, it is necessary to change the oil in the crank case every 500 miles, because a certain amount of fuel does not explode and finds its way down the cylinder walls into the crank case, thus diluting the oil and destroying its lubricating qualities.

Do not drive with defective brakes. It is not only dangerous to yourself but to the public in general. Examine your brakes and see that the bands are worn evenly and not too thin. See that your emergency brake is in operation and try it out on a steep hill. The emergency brake should hold a car fully loaded on the steepest hill.

Your wheel bearings should be examined frequently, particularly on the front wheels. The bearings are subject to road shocks which very often break them, thrown them out of alignment and reduce the factor of safety. When examining the front wheel bearings, attention should be paid to the alignment of the front wheels. When the front wheel alignment is faulty, the front tires receive undue wear, eventually causing blowouts.

A locomotive on the railroad receives an inspection, and all surplus grease and dirt is wiped off after every trip. How many motorists give their cars the same amount of care and attention. Soap and water are not expensive and your car should receive its share. Wash your car at least once a week and the appearance and finish will more than reward you. The writer has often wondered why it is that a man will often pay \$500 for a piano or other article of furniture with a fine finish and excellent workmanship and never think of putting his feet on the polished surface or scratching matches on that piece of furniture, yet the same man will often pay from \$200 to \$500 for an automobile and never even wipe the dust from the polished surface, not even mentioning the matches and scratches. How do they get that way?

HANDY FASTENER ON GARAGE DOOR

Steel Lever Working on a Pivot So Arranged That It Is Easily Operated.

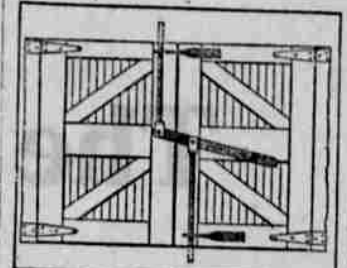
ADAPTABLE TO ALL WEATHERS

Device Shown in Illustration Is Practical and Convenient in All Cases Where Double Doors Have Been Installed.

The usual style of latch for garage and other double doors that are exposed on one side to the weather, allows the doors to warp, which makes them difficult to fasten. To avoid this, the fastener shown in the sketch was devised. The device consists of a 10-inch long, 2-inch wide, and 3/4-inch thick steel lever working on a pivot on one door, a washer being placed between the door and the lever. At 4 inch on the right and left-hand sides of the pivot, holes are bored. Two U-shaped pieces are then made out of flat iron bars that are of sufficient size to slide easily along the bar.

Bar Holds Plungers.

Two 1-inch round bars are cut to such a length that they will project 1 1/2 inches over the top of one door



This Device Will Be Found to Be a Practical and Convenient Door Fastener Which Gives Satisfaction in All Weathers.

and the bottom of the other. One end of each bar is then welded to the center of each U-shaped piece, a hole being bored at a right angle to the side of the piece and through the legs. A rivet is then inserted through the hole in the round bar and legs of the U section. The rivet should be of sufficient tightness to allow the bar to move freely up and down. Make a guide out of a piece of a rectangular iron bar, part of which should be twisted while hot at a right angle.

A hole of sufficient size to slip over the top of the plunger is bored in one end, and screw holes put through the opposite end. This bar holds the plunger in a vertical position.

Prevent Wear on Holes.

To prevent wear on the holes in the casing and sill, it is best to have a short, flat bar of steel with a hole bored in its center and also screw holes near its ends, screwed to the top casing and sill of the door. A guide is also to be made for the bottom plunger rods should be tapered slightly at their ends, so that they will easily enter the holes bored in the casing and sill. When the handle of the lever is in a horizontal position the plunger rods are level with the top and bottom of the doors.

A rubber nailed to the outside of one door and extending over the joint, makes a storm-proof joint. For entering the building, it is customary to have a small door made in the large door opposite the one carrying the lever.—W. S. Standiford in Popular Science Monthly.

BRAKE RODS REQUIRE CAREFUL ATTENTION

Inspection Should Be Made at Least Every Month From Pedal to Drum, Particularly Parts Difficult to Get At.

The brakes of an automobile are designed for efficiency and long life if given proper attention, but because it is inconvenient to clean and inspect and lubricate them, the majority of auto-owners utterly neglect them.

Every month or two there should be an inspection of the brakes from pedal to drum, particularly the parts that are out of sight under the car and difficult to get at, according to H. Clifford Brokaw, of West side Y. M. C. A. auto schools, New York city.

They should be cleaned of mud and gummed grease with kerosene, oil holes should be opened up thoroughly and every part inspected for wear. Small parts which are worn may be replaced for a few cents and this may prevent a serious accident caused by the brakes giving away at a critical time. The brake linkage should be lubricated in accordance with the lubrication chart of the car with persistent regularity. Brakes will work easier, and give better service if they are taken care of. Likewise they should be kept adjusted so that they work with equal force upon each wheel. Uneven adjustment produces undue wear on tires and is a frequent cause of skidding. The adjustment is so simple there is no excuse for neglecting this.

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SPEEDOMETER HELPS KEEP TRACK OF CAR

One of Most Necessary Adjuncts to Automobile.

When Derangements Occur They Are Easily and Cheaply Corrected and Should Be Taken Care of for Protection.

It is true that a car can be run without a speedometer, but it is also true that when it is so run, it is like a ship without a log-book and like a business without accounts.

To the careful and prudent motorist the speedometer, and especially the mileage recording part of it, is essential to enable him to keep track of the performance of his car. All too frequently, when one asks a motorist: "How far has your car run?" the answer is: "I don't know. The speedometer went out of commission early in the season and I have not had it repaired." Speedometer shafts do occasionally break and other things happen to these instruments once in a while, but when these derangements occur they are easily and cheaply corrected and should be taken care of at once or valuable car records are irretrievably lost.

Traffic officers regard with incredulity the estimates of car speed given by drivers whose speedometers are not working, and there is always a certain measure of protection in having speed indications always before one's eyes when driving. The operator with the broken-down speedometer can know nothing as to whether or not he is getting his money's worth out of the gasoline he buys. He can only guess as to this.

It is the same with his lubrication oil. It may be that it is being thrown away at a ruinous rate. What can such an operator know in regard to the performance of his tires and how can he make any definite complaint to the tire dealer in case they seem not to have given satisfactory mileage?

The lubrication instructions very likely state that his rear-axle housing requires repacking after each 1,000 miles of running, but how can he know when to have this very necessary work done? When he comes to sell his car and the prospective customer asks how far it has been run, what can the owner do but give a very unconvincing guess?

The odometer is the silent accountant of the motorcar. Give it a chance to do its valuable work!

That property for sale, lease, or rent can easily be disposed of thru the classified advertising columns of the News-Review.

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The Critz lubrication system forever eliminates all former trouble occasioned by the use of grease and oil cups and other complicated systems.

Easily installed on your car, it makes the former drudgery of greasing and oiling the work of a few moments and a pleasurable task.

To operate simply take a turn on the handle which builds up pressure (capable of 1500 pounds) in the lubricator—slip the swivel ball check head over the nipple and the bearing is thoroughly lubricated.

Critz can be operated with one hand. Simple as pointing your finger; easily loaded by means of a filled sleeve; no waste; no tiresome unwindings; nothing to break or spill grease over your car or clothes.

Reduce Your Garage Bills!

The Repair Shop with a Conscience

It has been stated on good authority, that 75 per cent of the repair work is directly traceable to improper lubrication. Isn't it a fact that if greasing is made simpler for you that your car will receive more care?

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PORTABLE CRANE IS USEFUL TOOL

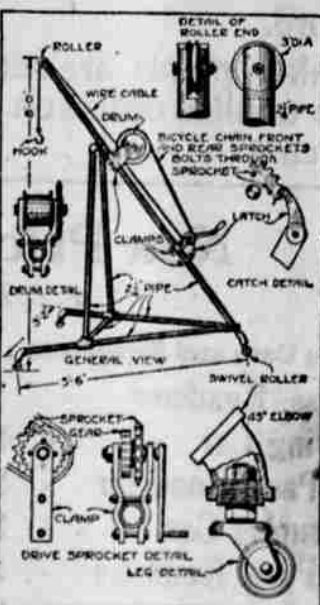
Convenient Means Provided for Lifting Heavy Parts From Automobile Chassis.

Old Iron Pipe, Bed Casters, Bicycle Chain and Sprockets and Few Other Pieces Are Essential—Big Help in Repairing.

A portable crane for a garage is one of the most necessary tools required. It provides a means for lifting motors, gear cases and other heavy parts from automobile chassis.

Easily Put Together.

The one illustrated is easily constructed of old iron pipe, bed casters, bicycle chain and sprockets and one crank and one gear, several pieces of



A Garage Crane Made From Old Iron Pipe, Bed Casters and a Bicycle Chain and Sprockets.

band iron, a length of steel cable, a wood drum, old snub pulley at the top, nuts, bolts, etc. As this will weigh only 200 pounds, or possibly less, it is readily placed in almost any position and is a great help to all repairmen.

Details of Lifting Parts.

Detachable hooks of different sizes may be used so as to engage different size parts to be lifted. The connecting pipes of the frame are standard fittings bent to fit and drilled for one-quarter-inch bolts to give additional strength. The catch is made from a piece of band iron and also its clamp. To release the tension or lower the article, press down on the handle, hold the latch or catch up, and allow the handle to reverse until correct height of article is found; then release the latch, which will hold the gear as before at any desired position.—P. P. Avery in Popular Science Monthly.

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