

Some Hints On Tires For The Farmer

Proper Inflation Add to Their Life, While Lack of Pressure Increases Blow-Out Danger.

By L. GREENWALD.

THERE are so many different factors having an influence on the usage of tires that no rule for inflation can be adopted which will be exactly suitable to all conditions. Style of car construction, the weight and its distribution, power, road conditions, speed, the expert or careless driver, effect of climate and numerous other things all have important connections with the strains to which the tires will be subjected. Consequently, a fixed rule for inflation would, in view of these things, produce different results.

The schedules of inflation recommended by the tire companies provide a basis from which to work. Ordinarily the tires on front wheels should be inflated from 15 to 18 pounds per inch of tire section and the rear tires from 15 to 20 pounds per inch of tire section. For example: Four-inch tires on front wheels from 60 to 72 pounds, and the rear from 60 to 80-pounds. The variation in these pressures naturally depends upon the things before mentioned, principally the weight of the car. For instance, tires on a car weighing 1,800 pounds do not require as much air pressure as the tires on a car weighing 2,500 pounds. The tires ride hard when pumped up to a high pressure and used on light cars, but with the same pressure ride comfortably on a heavy car.

In determining the correct size of tire and the proper inflation, it is important to know the weight of the car and its distribution on the front and rear wheels. To determine this run front half of car on platform scales and make note of the weight. Then place only the rear half of car on scales, recording this weight also. The weight carried by each tire will be one-half of either of the respective amounts.

Weight Is Important.

Resiliency is primarily governed by the construction and quality of the tires, but is largely influenced by the inflation and weight carried. A four-inch tire inflated to 70 pounds pressure and carrying a weight of 800 pounds will naturally ride easier than the same size tire with the same inflation carrying a weight of 700 pounds. The heavier weight causes some deflection of the tire on the ground and increases the action, adding to the comfort of the ride. As the deflection or flattening of the tire is increased either by weight or reducing the air pressure, most of the vibration is absorbed by the tires and not by the springs of the car. The danger is in going to an extreme, and a great many car owners, in this way, sacrifice tire efficiency and maximum mileage.

If you find the tires ride hard when inflated to 80 pounds pressure, it is safe to reduce the pressure to 75 pounds or 70 pounds, providing this does not permit the tires to bulge or flatten under the weight of the car.

Don't Guess at Inflation.

Don't make the mistake of guessing at the inflation from appearances; use a tire pressure gauge at least once every week. The tires sometimes appear to round up pretty well, but when tested with a gauge you may find the pressure is entirely too low to secure best results.

A great many tires are damaged in a number of ways from riding soft. This particularly is true during the summer season. Tire users seem to be under the impression that there is danger of blow-outs, due to expansion. There is some expansion, but as a matter of fact it is not in proportion to the increase in temperature. For example: If the temperature of the air in a tire increases from 60 degrees to 80 degrees, it does not mean that the air pressure per square inch increases from 60 to 80 pounds. With the change in temperature mentioned, it actually results in an increase of three pounds pressure per square inch, i. e., if the temperature of the air in a tire increases from 60 degrees to 80 degrees the air pressure increases from 60 to 63 pounds.

Heat Injures Rubber.

On a hot day it will be observed that driving a tire soft for some distance over a brick pavement will heat it considerably more than the tire upon the opposite wheel, inflated to a higher pressure. This is caused naturally by the increased bending in the side walls of the soft tire and the increased road friction due to deflection; the excessive bending and heating is detrimental in many respects. The deflection and wave in front of the tires requires more power from the engine. The kneading action results in separating of the rubber cover from the body and the several plies of fabric in the body do not take bumps and strains of traction uniformly and have a tendency to work loose. Chafing then occurs and ultimately a blowout.

Pinched inner tubes are usually caused by the tires being under pressure and not fitting snugly to the rims.

The adhesion of a tube to the case and deterioration of the rubber may be caused by a lack of lubrication, but as a usual thing may be traced to excessive heating from riding the tire soft.

Reinflate the tires occasionally, as the inner tubes are slightly permeable. When the rubber is heated to 80 degrees or more 15 per cent to 20 per cent of the pressure is lost. It is not advisable to inflate tires with the exhaust from the engine, as oil and certain gases are destructive to the rubber. This does not have reference to pumps operated by power from the engine. Air is the best for inflation. Occasionally deflate the tires and fill with fresh supply of air.

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They are pointing out the dangers of the rapid growth of the cities, with a corresponding decrease of the rural dwellers.

They are preaching a doctrine of thrift and the kingship of labor, pointing out the road to happiness through the paths of useful employment. Thus encouraging the "back to the farm movement."

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They are carrying on unbiased experiments with modern inventions, calculated to save labor in farm homes, trying to help farm women discriminate between the utterly useless and really useful.

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It deals only with that which has virtue and worth, that which can give freedom and truth to its members, and will add to the welfare of the whole human race.

The congress lives that the farm women of the world may live more. It speaks to give encouragement, inspiration and joy. It studies to keep in touch with progress and pass the good things along. It works in order to be of service to humanity.

Every thought, word and action in behalf of the organization is to enrich, ennoble and beautify the lives of women in rural communities.

The American division of the congress urges the co-operation of all independent local organizations and individuals that are interested in social economic advancement in rural communities in the United States, Canada and Mexico. All such are urged to communicate with Mrs. Belle Van Dorn Harbert, president International Congress of Farm Women, Manzanola, Colo., or the secretary, Mrs. Mary Pierce Van Zile, dean of women, K. S. A. College, Manhattan, Kan.

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Congress Of Farm Women Succeeds

PROBABLY no organization in recent years has met with the success and encouragement that has been the lot of "The International Congress of Farm Women." Its objects and ideals are of the highest, and the ends that it hopes to attain are worthy of all effort and support necessary to carry them to a complete realization. The congress was born of the needs of better social and economical conditions in rural homes. It is the ultimate hope of those directing the work of the congress to make the work of the woman on the farm, in her every day labor, just as pleasant as is the work of the woman in the city who has every modern convenience at hand. Generally speaking, there is no good reason why this hope cannot be attained. The most modern machinery for the easy accomplishment of the man's work on the farm is to be seen everywhere, but in few places indeed is it found that the woman has much of modern and labor saving equipment for the performance of her part of the work. The following paragraphs will tell briefly what the congress is and what it hopes to do:

It is an organization composed of women who have caught the vision of an ideal life on the farm. Women who know the hardships, which in the past have been endured, and who are willing to put their shoulders to the wheel and lift some of the loneliness out of life and make the sun shine brightly over what has heretofore been a dreary horizon.

Organized at Colorado Springs.

The American division of this farm women's movement was organized at Colorado Springs in October, 1911, coordinate with the Dry Farming Congress. It is now affiliated with many other national congresses, making one great international union, in which twenty-eight nations are represented; and it is destined to become one of the greatest institutions for good the world has ever known.

As an organization it is not political; nor is it religious, except to extend a helping hand to the women of all nations, no matter what race, religion or color.

Its motto is not to reach up or reach down, but to REACH OUT.

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