

AUTOMOTIVE SECTION

THE BICYCLE COMES INTO ITS OWN AGAIN

AUTOMOTIVE SECTION



This column is devoted to the interest of the motorist. All questions as to care and upkeep, engine troubles, leaks, etc., will be cheerfully and fully answered by an expert. Questions must reach this office not later than Thursday to insure issue in current week. Address all communications care Automotive Editor, Washington Times, giving the title of inquiry for index purposes. If your car is in trouble on the road and you need a low or assistance, visit promptly the Times Auto Emergency Service, 12 years for the asking. See notice in this section.

For a number of years the writer has been particularly interested in internal combustion engines, and has read all the articles on their care and construction which could be obtained and which time would permit. These thousands of books and articles have included a great many on the subject of valves, their care and grinding. Many of these have been very excellent articles, and should be of value to the automobile owner who does his own repair work. They contained detailed instructions as to just how valves should be removed, cleaned, and ground, so that almost any one could do this work if he could understand the English language.

But among all the articles on the subject of valves and valve-grinding, not one has brought out what, in the writer's opinion, is a very important point, namely: that only leaky valves should be ground, and that it is worse than wasting time

to grind valves which are holding, for they cannot be improved and may be injured. Nor do such articles usually give instructions for determining which valves are in good shape and holding compression and which ones are allowing the compressed mixture and burning gases from the ignited charge to pass by them.

When to Leaky 'Em Alone. It is just as important to know when to leave a valve alone, so far as grinding is concerned, as to know how to grind one. The common practice among automobile owners, and in many garages, of grinding every valve on a motor, whether it needs it or not, not only wastes a great deal of time and energy, but very often causes a valve to leak which, in all probability, would have continued to give good service if merely cleaned off with gasoline or kerosene and the bearing face left untouched.

It has been the writer's observation that in nearly every case where an automobile engine is torn down, or has the cylinder head removed for inspection and overhauling, only some of the valves need grinding; often only two or three valves are leaking. It is obvious that a valve which is not permitting any gas to escape past it cannot be improved.

It may be that its stem has a little gummy oil or carbon on it which if not removed will cause trouble later on, and perhaps there are carbon deposits around its seat and near its face which ought to be removed, but all this can be done without injuring the perfect faces which have been formed and polished by thousands of seatings while the engine was in operation. This polish is much better than any which can be given by an ordinary grinding, and should not be touched except in wiping off the valve with gasoline or kerosene.

In case the gummed oil on the valve stem is too hard to be removed with gasoline or kerosene a piece of emery cloth or some mineral wool may be used, and these may also be of use in removing carbon around the valve head or near its seat in the cylinder head or engine casting. Whenever emery is used on the stem, however, care should be exercised to wash off all the particles of emery from the metal before returning it. Otherwise these particles will probably remain between the valve stem and the valve-stem guide and cause a lot of unnecessary wear.

Now, of course, the man who has always made a practice of grinding all the valves every time he removed the cylinder head, is asking: "How can you tell which valves have been leaking and which have been holding?"

Well, it isn't so hard as might be thought at first. Like lots of other things, it is soon learned by close observation and lack of such observation has been responsible for the too general practice of grinding all valves whether they need it or not. The reason why it is possible to tell almost at a glance which valves are holding and which are not; on other engines it is more difficult. On a properly cooled engine and one where the valves are properly timed, it may be accepted as a general rule that valves which are evenly sooted over and, therefore, have perfectly black heads, are holding, while those which are red or brownish on top, or show the metal plainly, without a covering of soot or carbon, are leaking.

By observing the tops of the valve heads as soon as the cylinder head is removed and then carefully inspecting the face and seat, one will quickly learn to tell a leaky valve. —Arnold P. Yerkes, in Motor.

"A LITTLE MOTOR TRIP." You're lonely, blue, and sore oppressed; Your life is sad, forlorn; You rue the day you came this way— The hour you were born. Perhaps you have malaria, Or possibly the pip; There's just one panacea—Take A little motor trip.

Or maybe you are feeling keener; Your step is debonair; Your cheeks reflect heart-happiness; You know no conscious care; You feel that you should watch your step. Least joy should make you slip; There's just one perfect safety-valve— A little motor trip.

The darling maiden of your heart Perhaps has gurgled "Nay; You'd like to drown your sorrows, but There is no way—today. Or possibly she's murmured "Yes;" In either case your lips Turn down or up—you'll find relief In little motor trips.

Of course there is a moral to This jingle writ in rhyme; For otherwise your reading it Would be a waste of time; So here it is: In joy or woe The nip upon your hip Can't stimulate a fellow like A little motor trip.

By J. FAULKNER. A remarkable rejuvenation has taken place within the last year in the bicycle field, and many factories which had either abandoned its manufacture or had gone into other business are now resuming the making of the once very popular "wheel."

This sudden rise again to popularity has been caused in a great measure by two factors. One is the increase in street car fares and the other one the congested housing facilities in most large cities, forcing a large number of people to take residence in outlying districts. The scarcity of automobiles has also to some extent been a favorable incentive.

However, whatever the cause, it is welcome news to learn that the "bike," which at one time was the most popular means of exercise and recreation that we had, is coming back into its own. There is probably no more healthful exercise for children, and grown-ups as well, than riding a bicycle. All muscles are brought into play, and one receives all the benefit possible from getting out into the open.

It also solves the serious handicaps of increased car fare and enables the average worker to reach his place of business in quicker time and with no discomfort.

The average bicycle today is a far different product from that of two decades ago. It is more standardized and better made in all respects. This has been due undoubtedly to the fact that the buying public has been taught by the automobile makers to demand the very best units in the construction of the product.

Another important comparison is the prices of bicycles in contrast with those in the olden days. They are much more reasonable and the bicycles are far better built.

For a long period it was considered hardly the proper thing to be seen riding a bicycle, but this feeling has now worn off, and the great value of the bicycle from an economic standpoint is being more fully realized. The manufacturers themselves are looking forward to a very great revival and are laying their plans accordingly. This optimism on their part is very well founded and based on fairly accurate statistics that were gathered from all over the country.

It is not a spasmodic regeneration, but founded on a very healthy basis. If nothing else is gained by this "coming back" of the "wheel" but the partial relief of street car congestion, very much has been accomplished.

THE WOMAN IN THE CAR



The makers of women's clothes promise us some unusually attractive things in sports clothing in general and motoring garments in particular for the coming fall season. However the dictates of fashion for formal clothes may go, motoring garments must stay roomy and comfortable.

Experts have come to the front with innumerable devices for her comfort, and it is only the exceedingly dull or careless maid or matron who fails to avail herself of the marvellous creations of present-day ingenuity. The chief requisite of either short or long motor trip is the suit. The experienced motorist selects one that is conservative, smart, and comfortable. A good wool jersey seems to meet the demand in every way. It is just right in weight for the average summer day and is far superior to serge and tricotine because it doesn't wrinkle readily.

The fall coat is costly, but the shops carry a very good general utility model in imported tweed at a reasonable price. It is a protection from the inevitable rainstorm and anticipations of pneumonia, and when one wishes to substitute the dress for the suit a warm coat is a necessity these cool, fall days.

Motor hats are rather a problem. But thanks to the innumerable variety in the shops, one can find a hat which, while typically motor, is also ideal for street wear. Silk duvetyn is a popular fall fabric for hats, and is developed in many of the various brown shades (the popular fall color), that is to say, tan, castor, beaver, rust and wood brown. They fit the head snugly and dispense with pins and worry about willful wisps of hair that persist in straying from underneath most hats. Of course, there is the inevitable veil, which may be draped tightly under the chin and snapped in back or worn loosely.

Gloves should also be worn, for it is surprising how much dust finds lodgment in the pores. Dooskin or chambray is a good selection, because they do not absorb the dust as readily as so many others and are very practical because they are so easily washed. The woman motorist likes long ones that may be drawn over the cuffs of her dress or suit to prevent dust from smacking up her sleeves. And there! Mildred's outfit is quite complete.

LOCK YOUR CAR.

AUTO TRUCKS HELP CUT LIVING COST

Mr. McInchell, manager of the Washington branch of the Firestone Ship-by-Truck Bureau, at 324 Fourteenth street, points to a weekly report of the United States Department of Agriculture, Bureau of Crop Estimates, to get official support for his contention that the motor truck can take an important role in cutting the cost of high transportation. The report, dated at Washington on September 11, says: "An auto truck was used yesterday with 1,000 cantaloupes for a load; another had 25 half-bushel baskets of tomatoes and 100 bushels of corn; and another auto went up to the canal basin with 700 dozen eggs. It is necessary, however, to cut the cost of transportation from farm to market. The truck does it. The cost to move the (garden) truck crops has increased from 100 per cent on some items to 200 per cent on others. Labor is high priced, and hard to get, and not first-class where it is to be had at all."

LOCK YOUR SPARE TIRE.

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THEFT INSURANCE RATES EXPLAINED

Under present underwriting methods theft protection is not obtainable singly, according to an article in the Maryland Motorist. It must be taken out along with the fire policy. When the car owner desires a policy combining fire and theft he has the option of either a "valued" or "non-valued" form. The nonvalued policy was described in the last article. The valued policy differs from the non-valued policy, only in that the value of the property insured is predetermined. The policy reads: "The said automobile, described herein, is valued at the sum insured," hence, in the event of a total loss, settlement is made for the face of the policy.

The theft policy covers loss or damage to the automobile, its equipment or parts excepting (a) robes, wearing apparel and personal effects; (b) tools and repair equipment unless the whole car is stolen, and (c) if stolen by anyone in the assured's household or anyone in the service or employment of the assured.

Once the car is stolen every conceivable kind of loss or damage is covered by the theft policy, provided the theft of the car is the proximate cause. Sometimes a question arises as to whether the taking amounts to a theft or is simply an unauthorized use. For it to be a theft there must be an unlawful taking, coupled with the intent to permanently deprive the owner of his property. As a general thing,

insurance companies take a very liberal view on this point and accept the loss as coming under the policy unless the facts and circumstances clearly negate the theory of theft.

Theft insurance rates depend on the class of car and the locality in which the car is owned and operated. The low priced, quantity production car takes the highest rate, as this class of car is most popular with automobile thieves, as such cars are readily disposed of. Cars owned in metropolitan centers take a higher rate than cars owned in rural districts. Organized gangs of thieves find it more profitable to carry on their operations in or near large centers where great numbers of automobiles line the streets. Also, there is less chance of detection.

Regardless of insurance, car owners, if only as a conservative measure, to say nothing of saving themselves inconvenience, should always lock their cars when left unattended. To encourage this, insurance companies make a reduction in theft rates for cars equipped with a dependable theft-locking device.

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"The Lock That Thieves Won't Touch."

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"It spins around like a top."

Prices range from \$6.50 up, according to the make of car.

-15% reduction in insurance rates are allowed users of the

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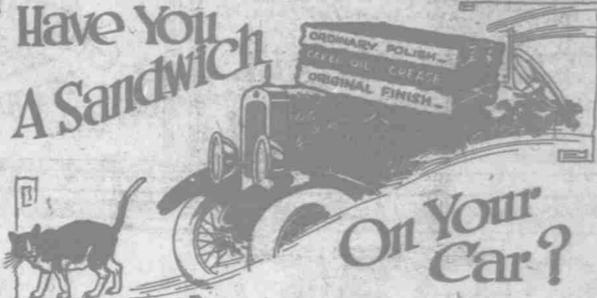


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