

**THE WELL-KEPT CAR AT HOME**

Private Garage is Handy Thing for Auto Owner.

**IT MAKES MAN INDEPENDENT**

Best Kept Car on the Road is the One Which is Treated Best at Home by Its Owner.

Other things being equal, the car that is best behaved on the road is the car that has received the best training and treatment at home. If the home of this car happens to be in a large city where it must be stored in a public garage the nature of this training and treatment is more or less a matter of luck, but the man who can house his machine in his own private garage and who is interested and intelligent enough to care for it himself will find the road manners of his automobile far superior to those of its

public garage brother, writes Henry S. White. A private garage, with its equipment will represent an initial outlay that will vary with the pretentiousness of the building and variety of the tools, and this investment may cause many an autoist to hesitate before substituting a lump sum expenditure of from two to ten thousand dollars in place of public garage charges of from \$5 to \$20 a month. If the automobile owner has a few square feet of land available near his house, however, he will be foolish to pay garage charges for one week longer than the shortest time in which he can erect a properly equipped garage of his own, and he will find that he will soon be able to save the amount out of his former monthly expenses for up-keep, storage and repairs.

The primary purpose of a garage was to provide a suitable covering in which the car might be safely stored in all kinds of weather when not in use. It was here also that the water, oil and gasoline tanks would be filled, the body cleaned and the machine generally groomed, and it was consequently, but a step from the garage erected as a shelter only to a building in

which the car could be stored and kept in condition. The modern private garage, therefore, while but partaking especially of the nature of a machine shop, should be equipped with sufficient tools to enable small repairs and replacements to be made, should be of ample size to provide storage for extra tools, spare parts and accessories that are not always carried with the car, and should be so arranged as to facilitate washing and cleaning the automobile and to render all parts of the machine easily accessible. This may sound like too many virtues to attribute to one small building, but modern design, new appliances and present-day methods of construction have all combined to make possible the erection of a garage at a moderate cost that will fulfill all these conditions.

**Look for Trouble.**

The best way to avoid trouble is to anticipate it, and, in like manner, the best way to prevent a nut from working loose on the road is to make certain that it is tight before the car goes out on the road. And to continue this line of reasoning, the best way to prevent the necessity of crawling under the car in the middle of the road is to do the crawling beforehand

when the car is in the clean, warm garage. This does not mean that the under side of the car will require more attention than any other part, but occasions may sometimes arise in which it is necessary to reach some bolt, nut, screw, rod or shaft that is not accessible from the top or side of the machine, and for this reason some means of raising the automobile or of lowering the repair man should be furnished in order to provide enough head room in which he may work.

A pit in the garage floor over which the car may be rolled furnishes the most convenient method of reaching the under side of the machine, and this should be of sufficient depth so that the man may stand erect without striking his head. If desired, a movable seat may be provided which may rest on any pair of a series of cleats placed at different heights along the side of the pit.

If the floor of the garage is raised a sufficient distance above the ground, the pit may be in the form of a stout box fitting the under side of a hole cut in the floor of the building. It is probable, however, that this box will need to be let into the ground in order to furnish a sufficient depth to the pit, and if this is the case care should be taken to render the pit water-tight. This may be done by covering the outside of the box with well-soldered zinc, but the most satisfactory form of pit is that constructed of concrete resting on a suitable foundation. A removable door should be provided for every pit, and this should always be left in place when there are no repairs to be made to the under side of the car.

**Some Have a Trestle.**

In lieu of a pit, many garages are equipped with a sort of trestle on which the car may be run in order to raise it a sufficient distance from the ground that the under side may be reached. This trestle may be in two portions, each in the form of a large, heavy "sawhorse," with a wide top and boxed-in side in order to prevent the car from running off. The approach to this elevation may be made of a couple of stout planks also with boxed-in sides, and if these planks are sufficiently long the inclined plane need not be so very steep.

**Electricity is Useful.**

Illumination is not the only use to which the electric current in the private garage may be put, and even though machine tools, lathes, or large drills are not installed, small power may be employed to very good advantage. It often becomes necessary when removing a nut or cover-plate, to file away some portion of the end of the bolt or other excess metal which may be in the way, and to accomplish this with a hand-file is an exceedingly tedious operation. It is, consequently, advisable that every well equipped garage be provided with a hand emery grinder. This consists of a small, high-speed, electric motor having a long spindle, to the end of which may be attached any one of a number of emery wheels of various shapes and sizes. The motor is attached to a flexible wire terminating in a plug which may be screwed into the electric light socket, and by holding the instrument in the hand so that the emery wheel revolves against the piece to be ground, almost any nut can be easily removed from a riveted bolt.

**Prepare for Blowouts.**

As in all touring provision is made for the possible necessity of the use of square tires, and all manner of precautions are taken against blow-outs and punctures, so when the car is at home the repairs constitute a large portion of the grooming. Here again the light current may be used to good advantage, and an electric vulcanizer will be found to occupy an important niche among the repair tools of the garage. By the use of this instrument, cuts, sand-pockets, and, in fact, practically any hole that may appear in either the inner tube or the "shoe," may be repaired easily and made as good as new at a cost of but a few minutes—and fewer cents. Some owners have even gone so far as to retread an old shoe entirely with one of these small instruments. For the consolation of the man who covets one of these handy little repair tools and yet whose garage is not equipped with electric light, it may be stated that portable vulcanizers are made which use an alcohol lamp as the source of heat instead of the electric current.

No garage would be complete without some means of storing generous supplies of gasoline and lubricating oil, and yet insurance regulations often make it inadvisable or impossible to keep the fuel tank inside of the building. The safest and most satisfactory method of storing fuel is to place the tank underground, where no fire can reach it, and connect it by pipes with a gasoline pump placed in some convenient corner of the garage. A two-compartment tank may be used, in one division of which the lubricating oil may be stored and piped to the second half of a combination fuel and oil pump.

There are, of course, many other devices, installations and arrangements which will add to the efficiency and value of the private garage, but many of these—such as a heating apparatus for operating the car in winter, for instance—must be left to the discretion and ingenuity of the owner himself, who, after all, is really more responsible for the health of his car than is any tool or instrument with which the garage can be equipped.

**CLEAN CRANK CHAMBER OFTEN**

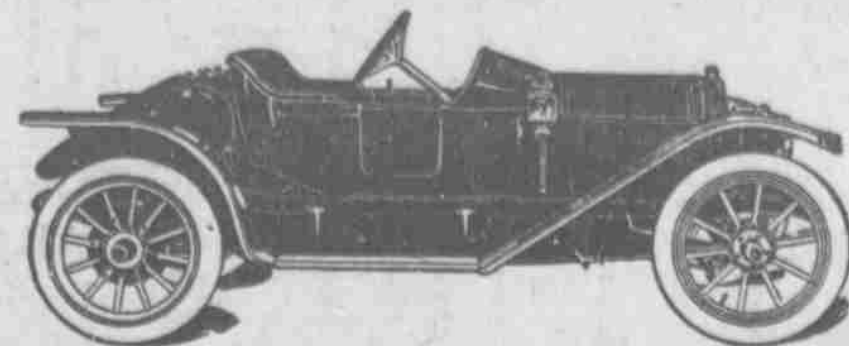
Grease and Foreign Substances Can Be Removed with Use of Kerosene.

Many motorists do not empty and clean out the crank chambers of their cars often enough, but those who give attention to this detail are comparatively numerous compared to those who never think about doing anything more to the gear box or back axle than refilling it from time to time with lubricant. The gear box is not like an engine and does not require refilling so frequently, but at least once a season the plug at the bottom of the gear box should be taken out and all grease and oil remaining washed away with kerosene. The quickest way to do this is to take off the gear box cover, fill up with kerosene, replace the cover and run the engine, with the rear wheels locked up; change the gearing so that the kerosene and grease are thoroughly mixed up and the entire mass reduced to a liquid state. It will then run out freely when the plug is removed. When this is done, the plug should be replaced and the gear box half filled with kerosene. The residue of grease can be easily removed with an old paint brush. The dirty kerosene can then be run out and fresh lubricant put in.

**Steering Gear Important.**

One of the most important parts of an automobile is the mechanism by which it is guided, and the steering gear of the Premier has been given most attention by those who consider only the nearest to perfection. The wheel is of Circassian walnut, mounted upon a strong spider, and acting through an inclined shaft enclosed in heavy brass tubing. At the bottom of the shaft is a regulation steel worm which meshes with a full spiral gear, and to the transverse shaft which carries the gear. The steering arm is mounted at the outer end.

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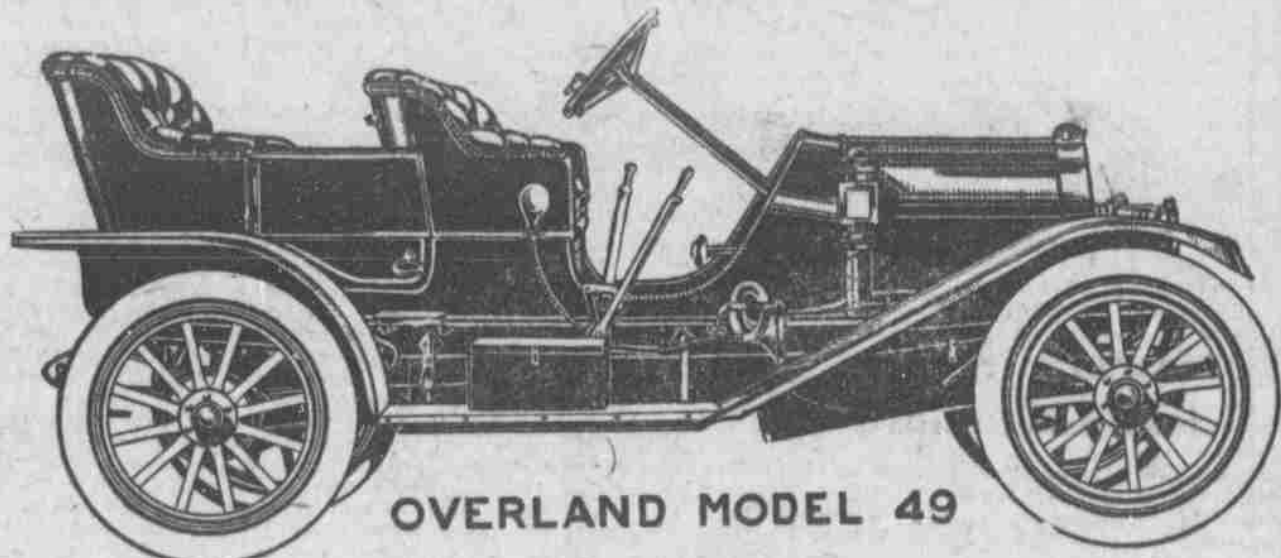
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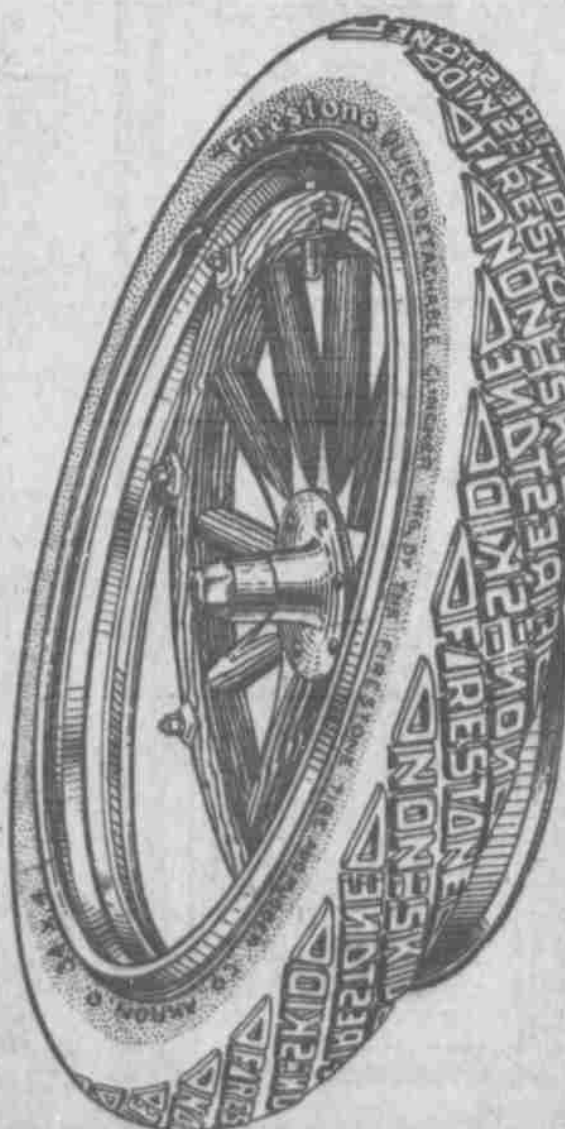
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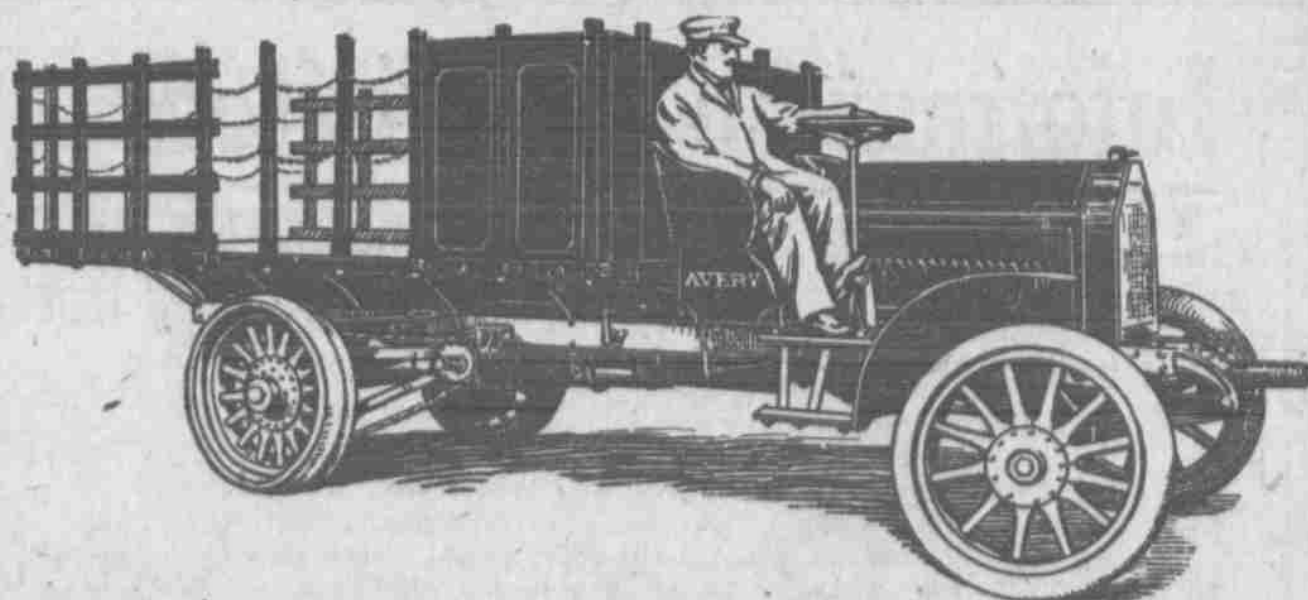
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