

## RETREADING OF TIRES ENDORSED BY TIRE EXPERT

Many Tire Casings Can Be Renewed With Fresh Tread If Properly Cared for Before Too Late.

"If motorists were better acquainted with the advantages of having their tires retreaded when not worn through the carcass, many miles would be added to tire life," is the declaration of Joe M. Dine, Omaha branch manager for the Goodyear Tire and Rubber company.

"A retread can greatly extend the usefulness of a tire carcass that has had good care, but a tire that has been run 'soft,' overloaded or tread out, or mistreated in other ways, can not profitably be so repaired.

"If a tire is run underinflated it will probably be stone-bruised or weakened in the side walls. If run overloaded it will be in the same condition, except that the trouble will show closer to the head of the tire. If tread-cut the carcass is likely to be perforated with glass cuts, nail holes or the fabric rotted from moisture seeping in through the tread cuts, and the filices of fabric separated from each other.

**Examine the Casings.**  
"A good vulcanizer will always be able to tell, after examination of a tire, if its condition will warrant profitable retreading. And no tire repair man will advise a retread when the carcass is in bad shape, for the carcass is the foundation of the tire, and if this is bad, no retread, however well put on, will add sufficient mileage to the tire to warrant the expense involved.

"But when the tire has had good care and the fabric is unharmed, a retread is a profitable investment. Many thousands of miles are added to tire life in this manner. Before discharging old tires, they should be taken to a competent vulcanizer for examination. Perhaps a new tread or a new section can be built into a tire that will greatly increase its length of service.

"Vulcanizing trends on used tires, has reached so great a degree of perfection that even racing drivers are using retreaded tires. In the past racing drivers have never used tires that have undergone any kind of repairs—only new tires were considered safe. But that retreaded tires are a success on the race track is abundantly proven in the experience of Louis Chevrolet, who during the winter season won several races on the western coast on retreaded Goodyear cord tires.

"In the interests of conservation every motorist should first consider the advantages of a retread before sending to the scrap heap his old tires."

## TRUCKS BEING RUSHED TO EAST DURING NIGHT

Running during the night hours only, and under as near "war zone" conditions as this peaceful section of America can provide, six trains of Packard army trucks destined for service with Pershing in France are pushing forward from Detroit to an Atlantic port. The convoy consists of 233 Packards and the trains are 24 hours apart.

Except that they see their lights and are not bothered by sudden gusts of shrapnel or other attentions from Fritz, the truck companies are proceeding as if in the immediate neighborhood of the front.

The soldier drivers, 76 men to a train, make camp by the roadside whenever dawn greets them, cook their meals on field ranges carried in the trucks, and clamber into the three-ton carriers for their day's sleep. As soon as "breakfast" is finished in the evening they swing the big khaki-colored trucks into the road again and hit out toward the sea-board.

Besides the equipment of the soldiers—there is a 15-day ration aboard for each man—the trucks carry loads of parts, also destined for the American expeditionary force.

This is the first night run of a series in which the quartermaster's department of the United States army is giving the drivers a foretaste of the work they will be called on to do overseas.

## Maxwell-Chalmers Rally At Factory on Liberty Loan

Under the leadership of A. S. Gilchrist, manager of the truck department of the L. J. Robinson company, Detroit, a Liberty loan rally of 5,000 Maxwell and Chalmers employes was held at the Chalmers plant in the first week in the campaign. Mounted on a Maxwell truck in the factory yard, Mr. Gilchrist and Sergeant H. T. Russell, First machine gun company, First Canadian battalion, made patriotic appeals which roused the gathering to cheers. Russell, a wounded veteran of the first and second battles of Ypres, speaking from his war experience put the issue squarely before his audience in these words:

"One allied soldier is better than 10 Germans—if he has the support. Give it to him."

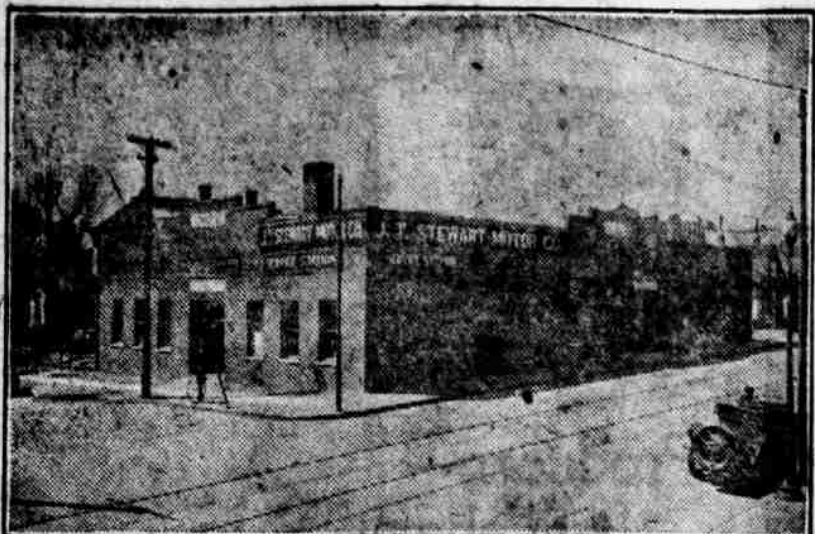
Maxwell-Chalmers subscriptions to the third loan totalled more than \$667,000 at last reports. The Maxwell Motor company, incorporated, contributed \$350,000, the Maxwell employes \$101,000 and the Chalmers employes \$116,000.

Mr. Gilchrist as captain of one of the Detroit teams in the drive, was instrumental in piling up some of the big scores that put Detroit over the top first among the large cities of the United States.

## Valve Stem Expansion.

An obscure engine difficulty sometimes occurs that is manifested by a reduction of compression when the cylinders are hot, although they may be known to be tight when the parts are cold. This is caused by the expansion of the valve stems during the warming up process. Unless a proper amount of clearance is allowed between the ends of the stems and the tappets, this may be enough to prevent the valves from seating properly.

## Auto Company Outgrows Present Location on Row



That the automobile business in Omaha is flourishing, in spite of the war-time atmosphere, is again evidenced through the leasing of new quarters by one of the distributors on the row.

The steady increase in truck and automobile sales has forced the J. S. Stewart Motor Co. to increase their facilities through leasing a large building at Twenty-first and Leavenworth. This building will be used

exclusively for service on Pierce-Arrow cars and trucks, Mitchell cars and Bethlehem trucks.

This new service station is equipped throughout with modern machinery. Welding machinery has been installed and all manner of generator repairing, also starting motor and magneto repair work will be done.

The present location, at 2048-52 Farnam street, will be used exclusively as a display room for automobiles and trucks.

## ENFORCEMENT OF AUTO HEADLIGHT LAWS IS SOUGHT

S. C. Levitan, factory representative of the Warner-Lenz company, is in Omaha on a trip of inspection and has interviewed Chief of Police Dempsey regarding the enforcement of the auto headlight law.

Levitan has spent a good part of



the week meeting city, county and state officials. It is part of his work to encourage the enforcement of the law and enlist the co-operation of such officers as are connected with the discharge of this duty.

In speaking with Chief Dempsey, Mr. Levitan was assured that steps were being taken to train an additional corps of motorcycle "cops" whose duties would be enforcing the headlight law.

Warner Lenz is standard equipment on 21 automobiles now, which is evidence of the co-operative feeling among automobile manufacturers.

**Stretched Casings.**  
After a casing has been long in use, sometimes stretching develops, so that it takes longer to inflate it. A stretched tire should not be pumped up too tight and incidentally it is best to fit such casings with inner liners. By this means a good many more miles can be gotten out of them.

The most desirable furnished rooms are advertised in The Bee. Get a nice, cool room for the summer.



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## Practical Paragraphs

By S. P. LaDoe  
Brazeing.

In brazing brass, copper, wrought iron and steel, clean the metal thoroughly at and near the joint to be brazed, by scraping or filing. Be sure to fit the edges closely together. If great strength is required, lap the edges over each other about a quarter of an inch. A good plan is to rivet the edges together to hold them in place. Place brazing material along the joint. Take finely powdered borax, wet it with water and place a little along the seam. Put the article over a charcoal fire, joint down. Heat it slowly and evenly, holding it about an inch above the charcoal. When the brazing material is all melted, rap the part with a hammer, to induce the material to flow all through the joint. If the article is brass or copper, it should be plunged into cold water, if steel or iron it should be allowed to cool slowly.

**Packing Gasoline Pumps.**  
About the best material to use in the stuffing box of a gasoline pump is hemp string and soap. Gasoline will dissolve practically any kind of soap, so that soap may be used in place of grease as a lubricant or in place of red lead in making screw-joints tight.

**Clutch Lubrication.**  
One of the most commonly neglected parts of the car as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil, the lubrication of the thrust collar and the lever operating it, is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever

require oiling by hand. The service of these parts is exacting, and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it, is necessary. Furthermore the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be frequently lubricated.

**Caring for Hub Caps.**  
When putting the car in commission for the year and every month during the running season, the hub caps should be thoroughly cleaned out, all the grease and verdigris removed, after which the caps should be repacked with fresh grease. It is also well to clean out the hubs and bearings, washing them thoroughly with gasoline so that dirt and grit will be dislodged. When this has been

done the moving parts should be again lubricated, the hub caps put back in place and the car can be driven without fear of improperly lubricated axles.

**Upholstery Dressing.**  
A very good leather dressing is composed of equal parts of glycerine and sweet oil. After applying the mixture with a cloth, it should be left on the leather for 20 minutes, after which the leather must be wiped dry. Ordinary soap and water makes a good cleaner for leather, the soap being applied with a sponge and wiped off with a chamois skin.

**Removing Gears.**  
When attempting to remove sprockets or gears from the shafts to which they are attached by means of taper

or plain fits and keys, care must be exercised not to use the hammer freely, for fear of either fracturing the gear or springing it out of line. A so-called pulley-puller or special jack may be improvised without difficulty under almost any circumstances and by its use the part may be removed straight without imposing any undue strain upon it.

**Hardening Cast Iron.**  
At times it is desirable to harden medium or small cast iron parts. Here's how: Take a half pint of sulphuric acid, two quarts of common salt, one-half pound of prussiate of potash, quarter pound of cyanide of potash and dissolve in 10 gallons of soft water. Heat the iron to a cherry red and dip in the solution.

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