



CARE OF STORAGE BATTERY LOOKED AFTER BY EXPERT

Manager of Service Station Gives Useful Hints to Help Keep Auto Running.

L. G. Danford, manager of the Delco Exide service station, 2024 Farnam street, offers the following suggestions to car owners regarding their storage battery:

A storage battery is the heart and soul of most of the conveniences of the modern motor car. It supplies the current for the self-starter, for the electric light and in most cases for the spark that jumps across the gap in the spark plug. The difference between a storage and the ordinary "dry cell" or "galvanic" battery is that when the storage battery has discharged all of its current fresh current can be put into it by means of an electric generator or dynamo.

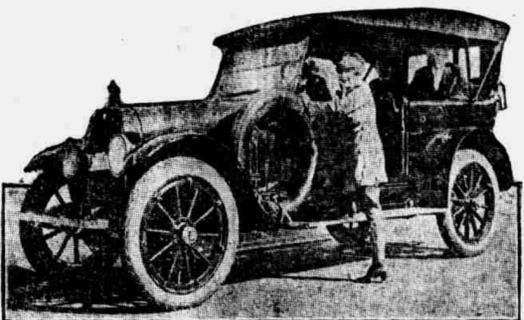
The current is not actually "stored" in the battery, but the chemical composition of the battery is changed so that it is again capable of giving forth current. The power of an ordinary storage battery is really most remarkable. Into that little box on your running board, or under the seat, enough electricity has been "stored" to spin that great big engine that is so hard even to turn over by hand. Starting service is a very severe strain on any battery.

Batteries are expensive and it will pay you to give yours the best care you possibly can. In the first place, batteries should be filled with water up to a given height and no higher, at least once every two weeks. It is a good rule in the warm summer months, to put in water more frequently. The water evaporates, part of it being converted into oxygen and hydrogen gas as a result of the chemical action that goes on when the battery is being charged. This water must be replaced before the solution falls below the level of the plates or serious damage to the battery will result.

You must always use distilled water. Do not use water from an ordinary pump or faucet. Water that touches iron or any other metal is likely to dissolve some of the metal which is introduced into the battery and do serious damage. Similiary distilled water should be stored in glass or china vessels so that it will not come into contact with metal of any sort. The Delco Exide service station, 2024 Farnam street, will be glad to supply distilled water free of charge. This is a service that the motorist appreciates. The Delco Exide service station also is glad to inspect a battery every time the car owner requests it. This service is also free of charge and is indeed valuable. It has saved many a man from a big repair bill by discovering simple battery troubles in time to prevent serious troubles later on.

Never add sulphuric acid to your battery. When the solution in a cell gets down low, generally it means that the water has not been added often enough. It sometimes means

"Driverettes" Guide Wheel Of Taxis in Los Angeles



It is not uncommon in the larger cities, and even in the smaller ones nowadays, to see women taxi drivers; but this is the first photograph The Triangle has been able to obtain of a Super-Six in such service. This "driverette," (shall we call her?), is Miss Louise Mowrey, just about to

take the wheel of a Super-Six in Los Angeles. She and another of her sex have recently joined a local taxi fleet, so that drivers might be released for war service. Kindly notice the pleased expression of the patrons. None of this "He is going to soak me" expectancy on their faces.

that electrolyte has been spilled from the battery or it means a leaky jar. If examination reveals a leaky jar you should have it replaced at once. If no leaky jar is found, don't add acid. Add just distilled water and nothing else. Let your battery man tell you after a hydrometer test, whether or not electrolyte has been spilled and then if acid should be added, to bring the solution to its original strength, let him do it. He knows how much is needed. Do not do so yourself, however, because the addition of too much acid will ruin your battery.

Keep your battery clean. Wipe off the water that is spilled on it. Coat the terminals with vaseline from time to time as this will prevent corrosion and oxidation of the lead. Occasionally it may be necessary to repaint the battery box. The asphalt paint used by battery service stations is the best for this purpose as it is practically acid-proof. Inspect the wire cables which connect the storage battery with the starting motor. See that the connections have not worked loose either at the battery or at the motor or at the starting switch. Be careful also of short circuits due to the wearing out of the insulation of these cables, and, speaking of short circuits, many a battery has been run down by the action of the car owner in leaving a screw driver or a monkey wrench on top of the terminals.

See that the clamps holding the battery down in place are kept tight. Most broken battery jars are due to these hold downs becoming loose and allowing the battery to bounce around. New rubber jars are tough and hard to break, but when you consider that steel springs sometimes break when the car bounces over rough roads it is not to be wondered at when a battery jar, once in a while, breaks when the battery hold downs are loose and the battery is allowed to jolt up and down.

There are hundreds of little points about a battery which experts are

Cramer Comes to Gate City to Manage Local Goodyear Tire Branch

C. A. Cramer, formerly manager of the Cedar Rapids, Ia., branch of the Goodyear Tire and Rubber company, came to Omaha last week to take over the management of the Omaha Branch, Joe M. Dine, former Omaha branch manager, has been appointed assistant manager of the Goodyear Chicago branch. Cramer has been with the Goodyear people for the past six and a half years and has made a very creditable

showing at Cedar Rapids. His success there put him in line for the Omaha branch when the change was made.

The old time automobile men include Cramer in their clan, as he has been connected with the automobile business since the early days. Although Cramer has been here only a few days he is already impressed with the volume of automobile and tire business done here.

Tightening Wrist Pin Bushing.

To tighten a loose wrist pin bushing when it is located in the connecting rod, take a piece of tubing that will just slip over the bushing on one side of the connecting rod. Next get a piece of metal a little smaller than

the bushing to put against it. Put these in a vise and press the bushing out. Now give the bushing about a quarter turn and thrust it back in the connecting rod and you will find the piston pin tight enough to run for some time before it will be necessary to renew the bushings.

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