

Resta Receiving Trophy



Chairman Kennerdell of the contest board of the A. A. A. presenting Dario Resta, champion race driver for 1916, with the diamond studded platinum job as a special gift from the A. A. A. The presentation was made February 1st in Chicago when Resta was awarded \$5,000 in cash from the B. F. Goodrich Tire and Rubber company and other prizes for gaining the highest riding honors in the country.

ANTI-FREEZING MIXTURES INJURIOUS TO BATTERIES

If Fully Charged They Will Not Freeze, Says W. H. Craig; Must Be Tested Often in Winter.

"This is about the time of year when the motorist has to take every available precaution against cold weather," says W. H. Craig of the local Presto-O-Lite company, No. 600 South Salina street.

"One of the first things he does is to put some kind of anti-freeze mixture in his radiator to prevent the water from freezing. Inasmuch as the electrolyte in automobile storage batteries consists of a mixture of sulphuric acid and water, a great many motorists get the false impression that an anti-freeze mixture of some sort, put into the storage battery, will protect it also against freezing. The only way to keep a battery from freezing when the thermometer is hovering around zero, is to keep it fully charged. A fully charged battery will not freeze, but a battery that is in a discharged condition, will freeze at about 20 degrees above zero.

Anti-Freezing Mixtures Injurious.

"Nothing except pure distilled water should ever be put into a storage battery. So-called anti-freezing mixtures have a highly injurious chemical effect on the battery, usually damaging the plates beyond repair.

"The condition of the storage battery can generally be determined by testing the specific gravity of the elec-

trolyte by means of a hydrometer. During the winter, these tests should be made at least once every two weeks and the reading should be between 1.260 and 1.300 at all times.

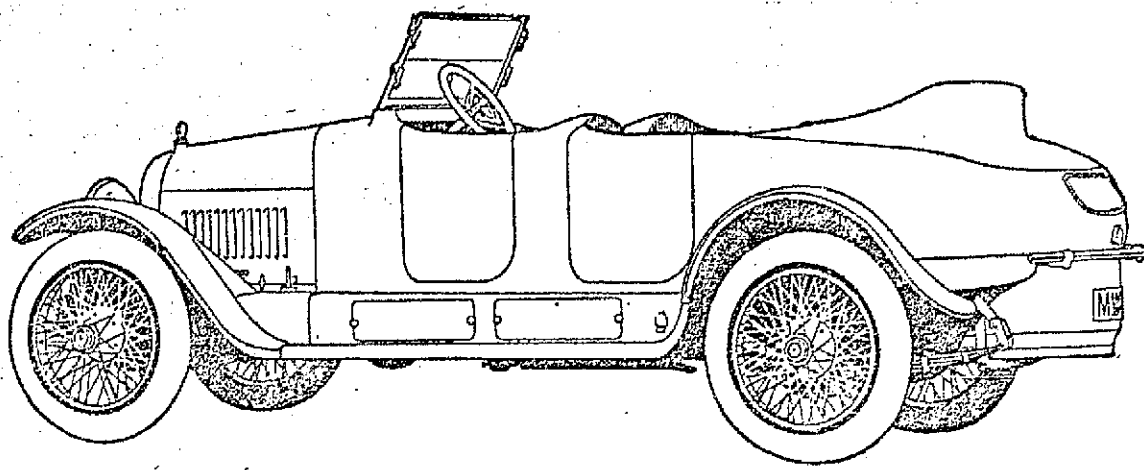
"If the specific gravity is lower than 1.260, run the motor at generating speed until the specific gravity rises to at least 1.275, or have the battery charged up at once by a competent battery service station.

Keep Batteries Charged.

"If the car is to be laid up for the winter, the battery should be stored where the temperature does not fall below 20 degrees above zero. Taking the battery off and putting it in a warm place is not enough; it must be charged at least once a month, as a storage battery when not in actual use is constantly striving to discharge itself. It therefore requires just as careful attention as when it is performing its functions on the car.

"If the motorist cannot arrange to give it the proper attention, the battery should be taken to a service station and left there for storage during the winter months."

The Prest-O-Lite company has prepared a number of suggestions to motorists relative to the care and attention required by storage batteries during the winter months.



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Practical Vulcanizing Hints

By D. R. GAIN

Instructor, Goodyear Tire and Rubber Company School of Tire Repairing

To Prevent Sticking.

Tires sticking to the mold after vulcanization has always been a great source of annoyance to all repair men. The best applications heretofore used as possible preventive have been lacking in some respects. Therefore the discovery by G. R. Carmichael, a repair man of Perth Amboy, N. J., of the use of a material which overcomes this trouble will be welcomed by vulcanizers everywhere.

Such a simple substance as cocoa butter solves the problem. The method followed is this: Clean the mold thoroughly with fine emery paper. Then after allowing it to warm up a little, go over it with a piece of cheese cloth saturated with cocoa butter. Next wipe all glassy and apply soapstone. This method of preparing the mold has been tried in the Goodyear Repair school and found to work perfectly.

ing and cleaning off are the best preventatives.

Repair From the Outside.

This question is often asked: "Why not tear down sections on the inside of the tire?" Here are the most important reasons:

Dirt and water penetrate a tire from the outside. Many a repair man working from the inside has had trouble due to not cleaning up the dirtiest part of the injury. Just under the tread or side wall. It is much easier to do thorough work in replacing the plies on the outside and the repair is always much stronger and more durable.

Why Some Repairs Fail.

A few repair men are attempting to use materials from two or more concerns in the same repair. For example, using a fabric from one firm curing at 40 pounds steam pressure for 40 minutes, with gum from another firm, curing at 55 pounds for 50 minutes. This combination inevitably results in improper curing of one or the other, or both of these materials. It is best to use one make of repair materials for satisfactory results.

Cementing Reeliners.

Before cementing reeliners, the paint on the inside of a tire should be scraped off. If possible turn the tire inside out, a part of a tire and buff with a power driven brush. Gasoline or other liquid preparations should not be used. They gum up the surface and make good work impossible.

Thorough Buffing.

Cushion gum should always be used between the fabric and the tread stock. It gives a much firmer union. If the surface of a casing is not first roughened sufficiently, outside patch repairs usually loosen in use. An overflow of material beyond the injury will also cause this peeling off. Thorough buff-

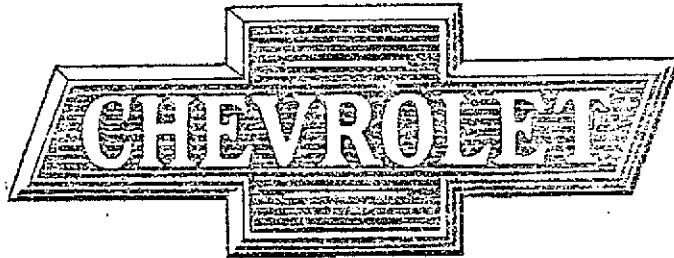
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