

# PARLANCE OF THE AUTO DRIVERS SOMETIMES PUZZLES THE LAYMAN

## *List of Technical Terms in Common Use Among Motorists and What They Mean to the Hearer Who Understands.*

Some of the common terms used in speaking of auto parts follow:

**Accelerator**—A pedal placed within reach of the operator's foot, by which means the governor action is opposed, effecting a partial or complete opening of the throttle according to the pressure exerted upon it.

**Brake shoe** (also called the brake band)—A flexible part of the brake.

**Brake drum**—That part of the brake upon which the brake shoe binds.

**Cam shaft**—Rotates at half the speed of the crank shaft, and by means of the cam actuates the valve mechanism.

**Cam**—A rotating part of the motor, irregularly shaped and rotating about a center different from its own, which actuates the valve mechanism.

**Carburetor**—A mechanical device for mixing gasoline with air in proper proportions, supplying a highly explosive mixture or gas to the engine.

**Chassis** (also called the running gear)—That part of the car upon which the body is mounted.

**Check valve**—A valve placed in a pipe to prevent the return of gas or air pressure or the flow of liquid.

**Clutch**—A clutch is a device permitting the engagement and disengagement of the driving mechanism from the motor.

**Combustion chamber**—That part of the cylinder not swept by the piston in which the gases are confined.

**Connecting rod** (also called the piston rod)—Connects the piston with the crank shaft.

**Crank case**—That part of the motor containing and inclosing the crank shaft.

**Cut-out**—A device by which the exhaust pipe is opened, permitting the gas to escape without going through the muffler.

**Cylinder**—That part of the motor which is swept by the piston.

**Crank shaft**—An irregular shaft which by means of the connecting rod transforms the reciprocal motion of the piston into rotary motion.

**Cylinder jacket**—A space around the outside of the cylinder which is filled with cooling water.

tinues the rotation of the crank shaft through the idle strokes of the piston.

**Governor**—An attachment to automatically regulate the speed of the engine.

**Inlet pipe**—A pipe connecting the carburetor with the inlet valve chamber.

**Inlet valve**—That part of the motor closing the opening through which the gas is admitted.

**Muffler**—An attachment for silencing the noise of the exhaust.

**Multiple engine**—An engine having more than one cylinder.

**Piston**—That part of the motor working within the cylinder upon which the expansive force of the gas acts.

**Piston rings**—Expansible rings fitted to the piston, the object of which is to make a gas-tight joint between the cylinder wall and piston.

**Planetary transmission**—A transmission in which the gears revolve around the shaft, at the same time revolving on their own axis.

**Selective type of transmission**—A transmission in which the sliding member or members do not pass through the gears in which they are engaged. (For example, a change can be made from high to low gear or from low to high gear without passing through the intermediate gears.)

**Sliding-gear transmission**—A transmission in which a gear or number of gears capable of being moved along one shaft makes engagement with other gears on a shaft parallel to it.

**Spark plug**—An attachment through which the spark is introduced into the combustion chamber.

**Timer** (also called the commutator)—An attachment by which the electrical circuit is completed or interrupted at the proper time with relation to the position of the piston within the cylinder.

**Turnbuckle**—A long nut having a right-hand thread in one end and a left-hand thread in the other, and draws the rods in each end nearer together.

**Union**—A fitting by means of which two pieces of pipe can be joined together and be readily taken apart without unscrewing the pipe.

**Valve stem**—That part of the valve to which the head is attached and is operated upon the cam.

**Wheel base**—The distance between the center of the front axle and the center of the rear axle.

### AUTO PILOTS BUSY EVERY

means the governor action is opposed, effecting a partial or complete opening of the throttle according to the pressure exerted upon it.

**Brake shoe** (also called the brake band)—A flexible part of the brake.

**Brake drum**—That part of the brake upon which the brake shoe binds.

**Cam shaft**—Rotates at half the speed of the crank shaft, and by means of the cam actuates the valve mechanism.

**Cam**—A rotating part of the motor, irregularly shaped and rotating about a center different from its own, which actuates the valve mechanism.

**Carburetor**—A mechanical device for mixing gasoline with air in proper proportions, supplying a highly explosive mixture of gas to the engine.

**Chassis** (also called the running gear)—That part of the car upon which the body is mounted.

**Check valve**—A valve placed in a pipe to prevent the return of gas or air pressure or the flow of liquid.

**Clutch**—A clutch is a device permitting the engagement and disengagement of the driving mechanism from the motor.

**Combustion chamber**—That part of the cylinder not swept by the piston in which the gases are confined.

**Connecting rod** (also called the piston rod)—Connects the piston with the crank shaft.

**Crank case**—That part of the motor containing and inclosing the crank shaft.

**Cut-out**—A device by which the exhaust pipe is opened, permitting the gas to escape without going through the muffler.

**Cylinder**—That part of the motor which is swept by the piston.

**Crank shaft**—An irregular shaft which by means of the connecting rod transforms the reciprocal motion of the piston into rotary motion.

**Cylinder jacket**—A space around the outside of the cylinder which is filled with cooling water.

**Differential**—A set of gears the purpose of which is to so distribute the power transmitted through them as to allow the driving wheels of a car to travel at different speeds according to the resistance with which they meet in passing the road.

**Exhaust pipe**—A pipe conducting the exhaust gas from the cylinder.

**Exhaust valve**—That part of the motor which closes the opening through which the gas is emitted.

**Fly wheel** (also called the balance wheel)—A heavy wheel fastened to the crank shaft which by its momentum con-

ductor with the inlet valve chamber.  
**Inlet valve**—That part of the motor closing the opening through which the gas is admitted.

**Muffler**—An attachment for silencing the noise of the exhaust.

**Multiple engine**—An engine having more than one cylinder.

**Piston**—That part of the motor working within the cylinder upon which the expansive force of the gas acts.

**Piston rings**—Expandable rings fitted to the piston, the object of which is to make a gas-tight joint between the cylinder wall and piston.

**Planetary transmission**—A transmission in which the gears revolve around the shaft, at the same time revolving on their own axis.

**Selective type of transmission**—A transmission in which the sliding member or members do not pass through the gears in which they are engaged. (For example, a change can be made from high to low gear or from low to high gear without passing through the intermediate gears.)

**Sliding-gear transmission**—A transmission in which a gear or number of gears capable of being moved along one shaft makes engagement with other gears on a shaft parallel to it.

**Spark plug**—An attachment through which the spark is introduced into the combustion chamber.

**Timer** (also called the commutator)—An attachment by which the electrical circuit is completed or interrupted at the proper time with relation to the position of the piston within the cylinder.

**Turnbuckle**—A long nut having a right-hand thread in one end and a left-hand thread in the other, and draws the rods in each end nearer together.

**Union**—A fitting by means of which two pieces of pipe can be joined together and be readily taken apart without unscrewing the pipe.

**Valve stem**—That part of the valve to which the head is attached and is operated upon the cam.

**Wheel base**—The distance between the center of the front axle and the center of the rear axle.

## AUTO PILOTS BUSY EVERY DAY WHEN NOT ON TRACK

Spend Time in Factory Working on Engines or Do Something to Keep Up Enthusiasm.

Enthusiasm—never falling, never ebbing—is one of the great requisites of a racing automobile driver. When the teams are not busy on track and road, especially in the winter, they are hard at work in the factory evolving new ideas.

Dr. Wadsworth Warren, manager of the General Motors team, tells of one experience last winter: