o, in ehimes PARLANCE OF THE AUTO DRIVERS uto-SOMETIMES PUZZLES THE LAYMAN s of n of care List of Technical Terms in Common Use Among Motorists and inises. What They Mean to the Hearer Who Understands. ould re-Some of the common terms used in | tinues the rotation of the crank shaft the speaking of auto parts follow: through the idle strokes of the piston. used Governor—An attachment to automatfor Accelerator A pedal placed within ically regulate the speed of the engine. prođrop Inlet pipe—A pipe connecting the car-

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 camactuates 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 propertions, 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 culinder not swept by the piston in which the rases are confined.

Conecting rod (also called the piston rod)-Connects the piston with the crank

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

Cut-out—A device by which the ex-haust pipe is opened, permitting the gas to escape without going through the muf-

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.

buretor 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 having engine 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 geats 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 transmis-sion 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 through 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 made thread in the other, and draws the rods in each end nearer together.

Union—A fitting by means of which two places of pipe can be joined together and be readily taken apart without un-

Valve stem—That part of the valve to which the head is attached and is oper-

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

AUTO PUINTS RUSY EVERY

inn

NE

N has moi

new erec cont ing,

one

has

beca

Was

tion

gest

to t

pari ther

tive

cate

. .

II to rger and. hese oth-

put

anch

purand

ough vellhese

day. . It five

the cing

nent is s of ckly

this obkept

arevays the one

ised the om-

exed a but rity

oout iate

utorid: **Jae-**

rge to. itode-

erbe one

85 80its rer

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

out

ach

l to

tagt

LANI

1440

oth-

DUIF .

and

unt

redi -

1050 day.

NUD

the

cing

an -

t is

O

ckly

this

ob-

cept

are-

ays

the

one

pea

the

om-

ex-

be

rity

pout

late

uto-

rld:

196-

rge

to.

ıto-

deer-

be-

one

as

80-

its rer

an.

aily

one

and

car

om-

her

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

Brake drum. That part of the brake upon which the brake shee 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. 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 applicates mixture or gas to the engine.

bassis (also called the running spar) 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.

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

Conscring 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 ex-haust pipe is opened, permitting the gas to escape without going through the muf-

Cylinder—That part of the motor which swept by the piston.
Crank shaft—An irregular shaft which y means of the connecting rod transforms the reciprocal motion of the piston into rotary motion.

Cylinder facket—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-

burstor with the laist value chamber.

BIK

OCIT

ing

Or a

bas

bec

W 8.1

tion

26.5

10

par

the

UNG

CAL

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

estachment for allending Mumer-An the noise of the exhaust.

Multiple having engine more than one cylinder.

Platon—That part of the motor working within the cylinder upon which the ex-Panelve force of the gas acts.
Platon rings—Expansible rings fitted to

the piston, the object of which is to make a gas-light joint between the cylinder wall and platon.

Planetary transmission -- A transmission in which the gears revolve around the shaft, at the same time revolving on their OWD BYIS.

Helective 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 lptermediate gears.)

Bliding-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 (siso called the commutator—An attachment by which the electrical cirguit 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

places 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 com.

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-heyer failing, never ebbingis 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: