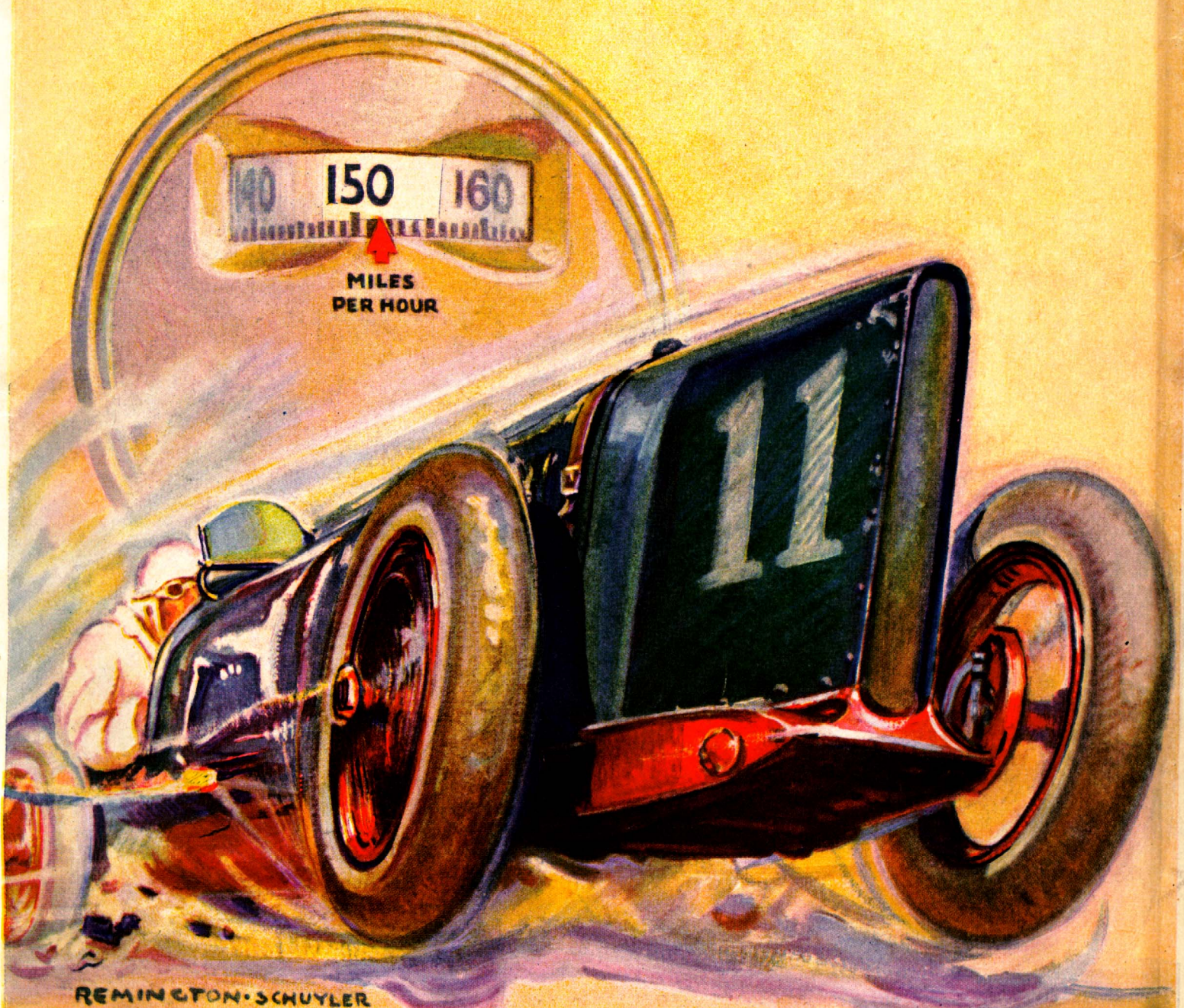


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AUGUST

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25 CENTS

Washing an Auto RIGHT Isn't So Simple, Says Gus—How to

Keep Your Car in the Pink of Condition

By MARTIN BUNN



"Just look at that motor!" said Gus, as he raised the hood of the car. "It's clean enough to put in your front parlor as an ornament! That's the way costly machinery should be kept"

"AND I ought to sue 'em for damages, too!" growled Paul Murray in winding up a heated tirade against auto manufacturers in general and the makers of his own car in particular. He glowered at his shabby-looking car as he turned to Gus Wilson for sympathy.

"Aw, forget it," suggested Gus disgustedly. "If the finish on this car is on the blink it's your fault. Why didn't you take better care of it? You seem to think that a paint job ought to last forever even when you leave the bus standing for days at a time in the hot sun with half the mud in Benton County caked on it.

"If you think the factory did a bum job on your car, just come in here and I'll show you something," he finished, leading the way toward the back of the Model Garage where Joe Clark, his partner, was checking up the work that had been done on a customer's car.

"Take a look at that bus," said Gus. "It came out of the factory about the same time yours did, and the speedometer shows as many miles. Like new, isn't it?"

Murray silently inspected the car Gus pointed out. He glanced at the speedometer. "Gee whiz, Gus! I can hardly believe it," he exclaimed wonderingly. "How in blazes did he ever keep it so new? I'll bet he never takes it out if it even looks like rain!"

"HUMPH!" growled Gus. "The owner of that car goes out in any kind of weather. Rain doesn't stop him any more than it would a duck."

"Let me in on the secret, Gus," Murray begged. "I certainly can see I've got something to learn about keeping a car."

"Glad to," replied Gus. "There really isn't an awful lot to it once you get a good idea of what you are trying to do. The first thing to remember is that it's a whole lot better to give your car a little attention quite often than it is to wait until the car gets so bad that the womenfolk won't go out with you any more.

"And then you must always remember that what looks like nice, soft road dust

is really ground-up sand—in fact, if you glued it onto a flat surface you could use it for sandpaper. The rough particles in dust will scratch hardened steel, and the paint, enamel or lacquer finish on your car is a whole lot softer than hard steel.

"Really, the whole trick in cleaning a car is to get the dirt off it without scratching off the finish, too. A fresh coat of dry dust is easy to remove. You can flick it off with a feather or wool duster. But dust in the form of mud that has dried and caked on sticks to beat the band."

"SO I've found," Murray broke in. "And if you try to rub it off the paint comes with it—or at least all the gloss anyway."

"Don't try to rub it off," Gus went on. "The way to get rid of dry mud is to soften it with soapy water so it will come off with a very gentle rub with a soft sponge. Don't be afraid to use plenty of water when you are washing a car. Let the mud alone until the water has had time to soak into it thoroughly. Take the nozzle off the hose before you start so that the water can run out in a gentle stream. If you stand off about ten feet and squirt it the force of the stream drives the gritty dust right into the paint.

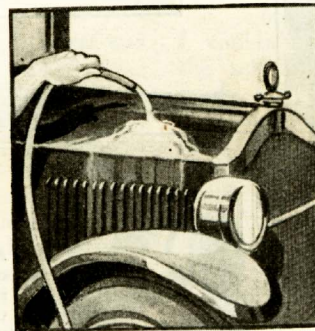
"After you have it wet down, and the caked mud has turned to a soggy brown color showing that the water has soaked into it, go over the surface with a sponge and soapy water. A fistful of soft, yellow auto soap dissolved in a pail of water is strong enough. Cold water is all right but it is better to have it luke warm—don't have it hot. You will find that the mud will loosen up and then when you flow a lot more water over the surface the particles of mud and the soapy water will be carried away leaving a clean, wet surface. Don't make the mistake of trying to soap the whole car at one time. Do a few square feet and then flow off the mud and soap because if you try to go all around the car with the soap you will find that it has dried in streaks by the time you get around to where you started.

"Wait a few minutes after you have run off the last of the soap and mud and then get busy with a piece of chamois skin and remove all the little drops of water that remain. If you let them dry on the finish they will leave spots."

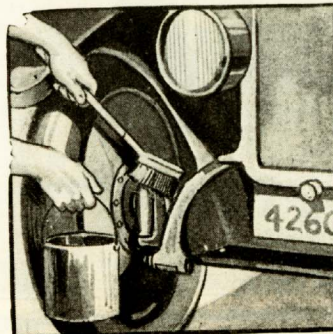
"GOSH!" exclaimed Murray. "That's a whale of a lot of work to be done every time I get home from a ride."

"Who said every time?" Gus grunted. "It's much better to avoid washing if possible.

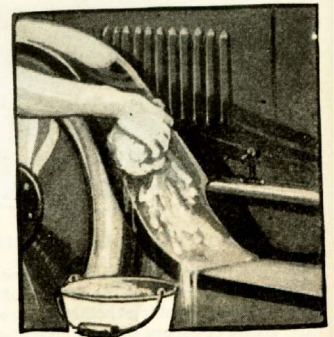
Of course if you have been out in the rain and the car is covered with mud, the best time to wash it is right away before the mud has a chance to get hard. But if you make a practice of going over the whole car with a duster every time you put it away in the garage, you can go for weeks at a time without washing it at all. And if the car is not dusty, the rain won't spot it so bad. (Continued on page 112)



Before removing dried mud, soften it thoroughly with water, taking the nozzle off the hose so the water comes out easy, in a gentle stream



The coating of dirt and grease on the running gear can usually be removed by painting it with kerosene (left) and a few hours later washing with soapy water



Right: After the mud is softened, the surface should be gone over with a sponge and soapy water. Then spray the soapy water off and go over the car with a chamois skin

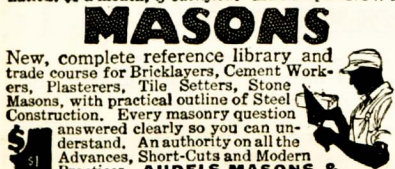
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Name

Address

Occupation

Employed by

Queer Pranks the Memory Plays

(Continued from page 111)

money, and with no clothes except those she wore. In this predicament she started out to find a job. In answer to an advertisement she went to an address which proved to be an insane asylum! There she took a job as an attendant. For days she pondered the idea of speaking to one of the physicians about her loss of memory, but feared he might think her insane. At last, spurred by a growing feeling that she had once had a son who might need her (her sixteen-year-old boy was in school in Washington) she told her story to the doctor. For several days he questioned her, trying to help her recall her past life. Then one day, when she expressed her regret that she was unable to pay him for his services, he replied:

OH, PSHAW! Forget it. I am interested in your case."
"Shaw—Shaw?"—the woman looked at him in astonishment. "I used to know someone with that name!"

This strange coincidence was the first step in the recovery of her memory, which she regained completely as soon as she saw her husband once more. A familiar face, physicians say, is almost certain to bring back memory to an amnesia victim.

An equally remarkable case was that of a Western minister. One day, while on a hunting trip, he disappeared. Three weeks later he applied for enlistment in the Army. A sergeant recognized him and called him by name. He admitted the

name sounded familiar.

His wife was summoned. Upon her arrival, as she rushed to embrace him, the minister recognized her only as a nurse who had cared for him when he was convalescing in a hospital in France. He recalled the hospital and the nurse, but had no recollection of his marriage eight years before. Later, after a rest, his full powers of memory were restored. Experts declared his condition was brought about by war shock.

Some of the effects of the more serious cases of epileptic amnesia, which frequently are responsible for crimes, were described by Dr. Alfred Gordon of Philadelphia, an authority on the subject.

"One of my recent patients, a cashier in a bank," he said, "would suddenly leave his desk, walk to the safe, open it unceremoniously in the presence of other employees, fill his pockets with money and papers and walk out."

"Another man, a tailor, would suddenly leave his shop, enter another store, pick up some goods, and make away with them. When arrested he would deny the theft vigorously. He could not believe he had done such a thing. Finally, aware that he was ill, he consulted a doctor."

As for the more common forms of hysterical amnesia, however, scientists who have made a special study of the disease assure us that the best way to escape suddenly losing our identity is to stop beating about the bush—to face boldly and squarely the realities of life about us.

Keeping Your Car in the Pink of Condition

(Continued on page 60)

"After you have wiped off the body with the chamois skin to remove all the water, take an old piece of soft silk and polish the body with it. Somehow, silk is better than cotton as a polisher, especially on enamel and these new lacquer finishes."

"How about the running gear?" Murray questioned. "That always gets covered with a coating of dirt all gummed on with grease. Can you get that off with soap too?"

"If it hasn't been there so long that it is nearly as hard as a rock, you can," Gus answered. "Paint the steering knuckles and parts like that with a little kerosene a few hours before you start washing and you will find that the kerosene will cut the dirt loose so that the soapy water will have a chance to remove it. Gasoline will do of course, but kerosene is better. There isn't much of a shiny finish to the paint on axles and running gear anyway so if you wipe them off with an old rag now and then, the washing job will be much easier."

BUT how do you get rid of those rust spots around the corners and bolts?" Murray interrupted again.

"Well, washing won't take rust off," Gus answered. "But keep your eyes peeled and whenever you see signs of rust starting be sure to scrape away as much of the rust as you can with your knife blade and then get out the paint brush and touch up the

spot. If you don't, the rust will eat its way along under the finish and the spot will grow larger and larger. Of course it makes more progress with some types of auto finish than with others, but no matter what kind of protective coating you have on your car, rust will ruin it in time if you don't watch out.

"Why, I've seen a mud guard that looked all right from the top and yet you could stick your thumb through it almost anywhere. Stones bouncing up from the road had cut through the finish and after several years of rusting, there was nothing left but a thin shell of rust underneath the enamel!"

"How would it do to take the car into one of these 'auto laundries' once a month and have it cleaned right?" suggested Murray.

"That's a better idea than letting it go without cleaning, provided that the place really understands how to use the high pressure air cleaning system," Gus replied thoughtfully. "If you know a place where they know how to do the job right and get all the dirt off without harming the finish, you're in luck."

HERE'S something you won't see often," Gus went on as he carefully raised the hood of the well-groomed car. "Just look at that motor. It's clean enough to put in your front parlor as an ornament! That's the way expensive machinery should (Continued on page 113)

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Keeping Your Car in the Pink of Condition

(Continued from page 112)

be kept if you want to get the best possible service out of it, and besides, it's a pleasure to work on a clean motor. You don't have to put on overalls every time you have to change a spark plug or take a look at the breaker points."

"The owner must spend a lot of time to keep it that clean," said Murray admiringly.

"Not so much," said Gus. "About once a month he runs it out back of the garage and gets busy with a pan of kerosene and a paint brush. The kerosene washes away the dirt and wiping with dry rags takes off the film of kerosene and there you are!"

"GOSH!" Murray exclaimed. "I guess the answer is to get a good paint job done on my bus and then take good care of it. Tell me whom you would recommend to do the work and I'll run along and not bother you any more."

"Bet you my flivver against a busted cotter pin that his car will look just as bad a year from today," grinned Joe Clark after Murray had gone.

"Nothing doing!" Gus replied. "I'd sure lose the cotter pin. He's not the kind that cares enough about machinery to take good care of it—but it will keep him amused for a while at any rate!"

Eggs Lack One Vitamine

EGGS are the same as meat, according to an old saying of housewives. But recent experiments with eggs are said to show they are not. Eggs are almost negligible as a source of vitamine "C," the vitamine that prevents scurvy. Guinea pigs fed on eggs of hens taking a diet especially rich in the vitamine, contracted scurvy quickly. Moreover, instead of making them immune from the disease, the diet of eggs seemed to make them particularly prone to it.

Face Powder Danger in Dyes

WHAT a world ours would be without paint and powder! Dr. Miller and Dr. Taussig, American skin specialists, recently told members of the American Medical Association some interesting facts about the composition of face powders.

Face powders, they explained, are of two kinds, the heavy and the light. The heavy powders consist mainly of varying mixtures of precipitated barium sulphate and talcum. The lighter powders are mainly starch. The finest powders contain rice powder, but since this in itself is too "light and fluffy," a little zinc oxide is added to give it "weight."

Powders are usually colored with carmine for the flesh tints and yellow ochre or umber for the brunette shades. These coloring matters are harmless, but sometimes, to give brighter and more varying shades, small quantities of aniline dyes are added. And here the trouble may lie, for some of these aniline dyes have been shown to produce skin eruptions.

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