

**BY WAY of a
REMINDER**

OAKLAND MOTOR CAR CO.
Pontiac, Michigan

Foreword

BY now you probably are grateful for the care and skill spent by its builders in making your Oakland Sensible Six staunch and enduring.

By now you probably have visited upon this car more hardship and strain than it will be called upon to bear in any similar period of its life.

Perhaps you have kept your self-starter in mesh after the engine has started; driven the car too slowly on high gear; "killed" your engine; driven with retarded spark; been careless about sufficient lubrication; raced the engine; drained your storage battery extravagantly; failed to keep its plates covered with water; applied the brakes suddenly; tried to start with the brakes set, or attempted to shift gears without disengaging the clutch—most everyone does at first.

But your Oakland Sensible Six is still "on the road"; it is still ready for service; it is still active and unwearied.

Honest workmanship counts; quality construction endures.


The trials your car has suffered, the unusual tests it has so gallantly borne, should arouse in you an abiding respect for its goodness.

With this respect should come a resolution to make its work easier in future, to improve the conditions surrounding its operation. In the pages that follow are set down a few things in car operation gleaned from the experience of many men. We give them to you by way of a reminder, for the good of your car and your own satisfaction.

A Few Simple But Important INSTRUCTIONS that are Given out of the Fullness of Years of Experience

Keep Engine Clean The most important unit in your automobile, as well as its greatest factor of cost, is the engine. The manner in which you care for the engine determines to a great extent the number of years of satisfactory service you can expect from your car. A dirty engine is a menace and an extravagance. A clean engine is one working under the most favorable conditions. Remember that your engine is a high-priced, high-duty, delicate and complex piece of machinery, and should be cared for as such. Dust and dirt are its enemies; if allowed to accumulate they will work into the bearings and highly finished surfaces. Grease will work trouble with the electric wires and may eat the insulation. An oil-smearred engine is in imminent danger from fire.


Don't use water to clean your engine—water causes rust. Use a soft cloth, or cotton waste. Moisten it with gasoline if necessary. A small stiff brush may be required for hard coated grease or to get into bad corners. Don't let gasoline get to



places where lubricating oil is used. It will "kill," or make worthless, the oil.

Hands off Carburetor Nothing will contribute so much to the satisfactory and economical performance of your car as proper carburetion. Proper carburetion is a matter of proper carburetor adjustment. Such adjustment is best left to the Oakland dealer in your vicinity. If it is necessary for you to attempt the adjustment yourself, read your carburetor instruction sheet carefully first. *But before you undertake an adjustment, be sure an adjustment is needed.* Be sure also that you understand how to make the adjustment, and why. **DON'T TINKER.**

Watch the Lubrication In the time you have driven your new car, have you drained out the old oil and replenished it with new? Clean oil in the crank-case, transmission and differential, is the very cheapest assurance of your car's long life. Likely by now the oil that was in the car originally is dirty. Especially in the new engine there are likely to be particles of emery, grinding compounds or minute metal pieces that will be picked up by the oil and do damage to the finished surfaces of engine bearings or cylinder walls.




Moreover, even though you have added new oil to the reservoir from time to time, there must be considerable old oil in the crank-case that has lost its "body" from usage and heat. It is a good plan to flush the crank-case well with kerosene before refilling. After such flushing, be sure that all of the kerosene has been drained off before refilling with oil.

Remember that a light cylinder oil should be used in cold winter months—an oil that will withstand a temperature of from five to ten degrees below zero without congealing. Insist upon getting such an oil in wintertime. Read your instruction book for full particulars.

Care for the Radiator An overheated engine is an engine under handicap, and in peril. The radiator on your car is designed to remove the handicap and avert such peril. See that the radiator is filled at all times, and use soft water whenever you can. It is a very good plan to drain the radiator occasionally and refill it with clean water.

After prolonged use, the radiator is likely to accumulate scale and sediment in its fins and tubes. This can be removed to a large extent by filling the radiator with a solution of




common soda and warm water, and running the engine for a few minutes to circulate the solution. After such circulation, drain the radiator and flush carefully with clean warm water before refilling.

Keep the body bolts tight, otherwise it is possible for the body to shift forward or backward, especially on rough roads, and so strain the radiator until a leak is sprung in it. Also see that nuts on radiator-stud are tight, so that the radiator cannot shift up or down. And see that the pads between the radiator and its support have not worked out of place or have not worn thin, and so fail to act as a cushion to the radiator over rough bumps.


Anti-Freeze for Winter Ordinary water will freeze at 32 degrees. In cold weather, with temperature frequently lower than this, it is dangerous to operate a car in which the water in the radiator has not been replaced with an anti-freeze mixture. A frozen water system on a car usually means a cracked cylinder block, with replacement at heavy expense. Anti-freeze solutions are much cheaper than cylinders; it is wisdom to use them.

A simple and effective anti-freeze mixture consists of half denatured



alcohol and half water, with four to six ounces of glycerine added to prevent the alcohol from evaporating too rapidly. Ordinarily this mixture will prevent freezing to 20 degrees below zero. But this matter should be watched closely during extremely cold weather. Beware of patented anti-freeze solutions—no doubt some are good; but others are not. When warm weather comes, remove the solution and flush the radiator with a solution of soda.


Learn to use the Choker Proper use of the choker saves time, inconvenience and temper. Don't pull or shove it in a haphazard way; learn to use it intelligently. In the wintertime especially, it will mean much to you. See that it is so adjusted that the valve will close the intake completely. Then by practice learn how far out to pull the choker under various temperatures to get the desired results. It is not possible for us to specify the amount of choking required because different temperatures require varying amounts of choking. With valve properly closed and proper manipulation of choker, any Oakland Sensible Six will start in the coldest weather, and can be driven without waiting to warm up the engine.



Inspect Your Electric Wires Electric wires, rubbing one on the other, are a frequent and needless source of annoyance to many a motorist. An occasional inspection to make sure they are kept apart will avoid troublesome and costly short-circuits. Short-circuits create intense heat, and should there be any gasoline spilled under the hood there is great danger of fire. Short-circuits will also destroy the insulation of the wires, and electrical trouble will follow.

It is an excellent plan to disconnect one wire of your storage battery when working with tools about the chassis and so prevent a short-circuit, particularly when working about your gasoline line.


Economize Gasoline Gasoline costs money. Wasting it is wasting money. No man can afford that. Yet millions of gallons of gasoline are wasted each year, through carelessness and in various ways. Improper carburetor adjustments waste vast amounts of gasoline. Every minute your engine runs idle it wastes gasoline. Make your self-starter help you economize—that is part of its duty. Prolonged and heedless driving with retarded spark



wastes gasoline. Running down hill with the power on wastes gasoline. In coasting, close the throttle but never shut off the ignition. It means a considerable saving, over a year. *Buy good gasoline.* A gasoline gauge costs but little and the test requires but a few seconds. It should test around 60.

Storage Battery A run-down battery does not necessarily mean a faulty battery. Many times a battery is run down because the motorist has been using more electricity than he has been generating. He may have left his car standing for a long time at night without the dimmers on. Perhaps he has failed to add distilled water often enough to keep the plates constantly covered. Or he may be guilty of other things mentioned in the Battery Instruction Book. And always there is the possibility of an undiscovered short-circuit, or a loose ground connection between battery and frame. *Be sure ground connection is clean and tight.*

Never let grease or dirt accumulate on the top of the battery—they are sure to impair its efficiency. A solution of hot water and common soda makes a good cleanser. Don't allow water splashed during filling of bat-




tery, to remain on its top. Dry the top of the battery thoroughly with waste.

A hydrometer syringe for testing the specific gravity (density) of the battery solution costs but little and will tell instantly the condition of the solution. A test of 1275 to 1300 indicates storage battery is in good condition. Never short-circuit a battery to see if it is charged. It breaks down the plates.

Keep Spring Clips Tight Spring clips are not put on for beauty's sake. They are put on because they are absolutely necessary. *They must be kept tight at all times.* Failure to keep them tight may make it necessary for you to buy new springs.

Stop, Look and Listen! Before you cross a railroad or trolley track, be sure the way is clear. The best possible investment of time ever made is to look both ways before attempting to cross. Some motorists make it a rule to go into second gear at crossings, so that, if necessary, they can use great power quickly and not "kill" or "stall" their engine. Remember that your family and your friends may pay the penalty on these occasions for the chances you take. Be sensible—stop, look and listen—practice "Safety First."




Keep Your Tires Fit Air is much cheaper than rubber. If you keep your tires properly inflated you ride on air; if you don't you ride on rubber. Driving with insufficient inflation increases the chances of puncture and more serious injury to your tires. Moreover, you may not only be damaging your tires, but you may be ruining your rims as well.

Examine the surfaces of your tires frequently. If you haven't the time to do so, have it done for you; almost any tire repair station gives this service free. A bruise or a raised surface, a cut or a peeled spot in the tread should be immediately cared for. Damaged places should be vulcanized. "A stitch in time saves nine."

Read the several pages of your instruction book with reference to tires and the care of tires—no part of the equipment on your car so well repays attention as the tires.

Stop all Squeaks A squeak in your car is a cry for oil from some wearing part. Ninety-eight per cent of all such squeaks can be charged to the driver's neglect or indifference. When a squeak develops keep after it until the cause is found and remedied. Squeaks are usually easy to find and are readily relieved.




Springs are the greatest offenders in the matter of squeaks. The chances are the graphite between the spring-leaves needs replenishing. Don't open the springs too far or use anything that will scratch the surfaces.

Loose demountable rim bolts frequently cause squeaks. The body bolts (which fasten the body to the frame) should always be tight—not only to prevent squeaks but for safety's sake. Doors, especially on a new car, are likely to rub at some point and squeak. Sometimes the hood locks will emit squeaks that sound like a dry bearing in the engine. All such squeaks can be silenced with a little oil.

Keep the engine bolts tight. The engine at both the front and the rear is bolted to cross members with two bolts in each member, one on each side at both front and rear, which occasionally require tightening. Tighten them first after a few hundred mile; do so again occasionally; then they will remain tight.

Don't Abuse Your Car An automobile is no different from any other thing that serves you. It will do its best work for you under favorable conditions. Overloading, neglect, excessive sustained speed, heavy



hauling—these things and such as these do not constitute favorable conditions.

The man who loads a five-passenger car with more persons than five habitually, is knowingly overtaxing his car.

Attaching of trailers for hauling freight, or piling heavy weights into the car itself, are other forms of abuse.

Hitching a passenger car to haul some heavy load is exacting an unfair demand, particularly if the load is not equally distributed.

All of these things have been done repeatedly—and so often that motorists generally have become careless of the known capacity of their cars. While they may have been done over and over without apparent immediate injury, it is obvious that the day of reckoning must come sooner or later. If automobiles in general were not built to withstand much in excess of their rated capacity, many an owner would be paying for his unfairness long before he does. In spite of this, overtaxing a car is a bad practice and an expensive one at any time.

Guard Against Fire Nothing that you own gets so far away from adequate fire protection at times as your automobile. A realization of this fact, and a few precautions in time, may save you heavy regrets later. Some motorists wisely carry a couple of quart cans of sand in their tool-boxes for protection; others even more wise carry small fire extinguishers designed especially to combat fires of combustible gases.

Know What You Do In conclusion, let us say again and with all possible emphasis, *do not tinker*. Study the various parts of your car and their functions, know how they operate as they do, and why. Understand the car's mechanism thoroughly before you attempt the adjustment or repair of any part. This is the wise way, and the one of greatest satisfaction.

Oakland Motor Car Company
Pontiac, Michigan

OAKLAND MOTOR CAR CO.'S BRANCHES

Chicago	Oakland Motor Car Company	2426 Michigan Ave.
Cleveland	Oakland Motor Car Company	1975 E. 65th St.
Indianapolis	Oakland Motor Car Company	325 N. Penn. St.
Kansas City	Oakland Motor Car Company	1521 McGee St.
Minneapolis	Oakland Motor Car Company	1518 Hennepin Ave.
Michigan	Oakland Motor Car Company	Pontiac, Mich.
Omaha	Oakland Motor Car Company	2200 Farnam St.
Philadelphia	Oakland Motor Car Company	918 N. Broad St.

OAKLAND MOTOR CAR CO.'S DISTRIBUTORS

Atlanta	Southern Oakland Company	270-2 Peachtree St.
Boston	Oakland Motor Co. of N. Eng.	655-7 Beacon St.
Buffalo	Oakland Distributing Co., Inc.	1233 Main St.
Cincinnati	The Cincinnati Oakland Motor Co.	9th and Sycamore St.
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St. Louis	Mississippi Valley Motor Co.	3137 Locust St.
Washington	District Oakland Co.	1022 Connecticut Ave.

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