

## EXPLAIN BLOWOUT OF RESTING TIRES

CAUSED BY PREVIOUS INJURY TO FABRIC.

### Hard To Detect.

Broken Threads Chafe Each Other and Fracture Enlarges Rapidly. Makes Suggestions.

"Have you ever had a blowout when your car was standing still after coming from a drive on a smooth, level road?"

"Or have you had the experience of going out to your garage and finding a perfectly flat tire? It was all right when you drove in the evening before. Something had happened to it over-night."

"You removed the tire and tube, found the tube torn and a clean break on the inside fabric of the tire."

"What caused the fabric to break?"

In rapid fire the above questions were asked of a well known Washingtonian, who but recently has taken up motoring with a vim by a former proprietor of a large service station in this city as the two sat in the lobby of a down town hotel the other afternoon.

On being informed by the motorist that he had experienced just such a thing without knowing the cause, the service man continued, "Well, it is very probable that it was started a week or even a month before, when you ran over a brick, a rut or a hole in the street, while running at high speed."

"Then, again, it may have been caused when, in turning around in the street, you allowed the front or rear wheel of the car to bang into the curbing. Of course, this is more likely to happen if the brakes are not in good working order."

"At first the break in the fabric may be small, but the broken threads at the place of injury chafe each other while the tire is in use, setting up an internal friction that quickly causes the break to enlarge."

"The other plies soon break, the tube is pinched and a blowout results. Generally this occurs some time after the original break and when circumstances point to no apparent cause."

Seldom Indicated on Outside.

"It is unfortunate that the bruise or fabric break is seldom manifested by any indication on the outside of the tire, for the tough thread rubber stretches when the tire strikes the stone or curb, but the fabric can

stretch only a certain limit, and when taxed beyond that point will break. Often only the innermost ply is injured."

"How is one to know such a condition exists?" asked the motorist.

"It is a good practice to examine the inside of your tires for fabric break every time they are removed from the rim," replied the service man, "or have your service station dealer do it for you whenever he removes your tires."

"Sometimes a small fabric break that can not be found by ordinary examination causes tube puncture. These small breaks may be located in this manner. Mark the position of the valve at the mark and measure with the tube around the tire. Thus the puncture in the tube locates the break in the fabric."

"The best way to avoid stone bruises is to avoid hitting the stones, the bumps and the ruts in the roads as much as possible."

### Another Phase Discussed.

"But suppose you are in a position that practically compels you to repair your own tires?" inquired the motorist.

"If far from a service station, running without spare tires, a bruise or blowout comes and a repair is necessary," replied the service station man, "I would suggest the following: When the blowout comes do not run the tire a foot farther than it is necessary, but immediately put in a temporary repair or change tires, and as soon as possible take the injured tire to the vulcanizer for permanent repair."

"For an emergency repair on the road use a rim cut patch. It should be applied with cement, so that it can be removed later, under less stressful conditions, and a permanent vulcanized repair made."

"If the tire is too old to be worth vulcanizing a permanent repair can be made that will allow the tire to be used many more miles by using the rim cut patch and cementing it in with patching cement."

### Special Directions.

"To do this follow these directions: First, be sure the fabric at the break is dry, then clean the inside of the tire thoroughly at the break with gasoline for a space slightly larger than the patch; after it is dry apply two coats of patching cement, allowing time for each coat to dry and become tacky. Give the outside of the patch the same number of coats, and after this cement has dried insert the patch by seating the toe of the tire bead in the crease in the patch wing. Now work the patch down all the way across the tire, pressing it down firmly and smoothly, and then adjust the other bead."

"A repair of this nature is often the means of enabling you to use the

tire immediately, of securing many hundreds of additional miles, or the tire may be carried as a spare.

"If in repairing the side of the casing in the above way," concluded the service man, "it is noticed that the tread also has been injured, this, too, should be repaired by using tire putty and patching cement. Of course, of the tread injury is large it should be repaired by an expert tire repair man."

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## Just Arrived!

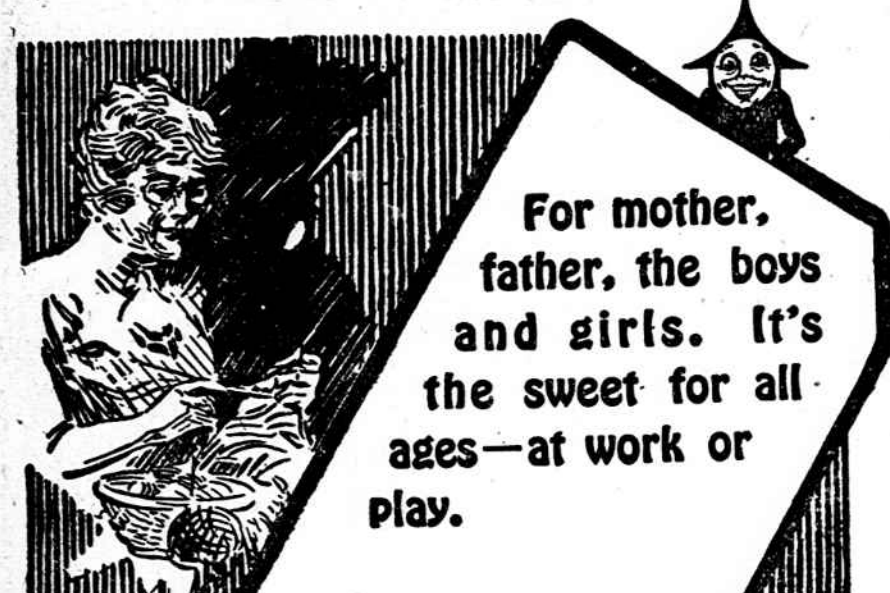
It gives us pleasure to announce that we have just received two carloads of the finest horses and mules that have ever come to Bamberg. These animals were personally selected in the Western markets by our buyer, and we can vouch for every animal. They are in the very pink of condition, and we invite you to see them, whether you desire to buy or not. Come in and shake hands with us and look our stables over.

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