THE GASOLINE AUTOMOBILE; ENGINNERING EDUCATION SERIES

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GEORGE W. HOBBS & BEN G. ELLIOT

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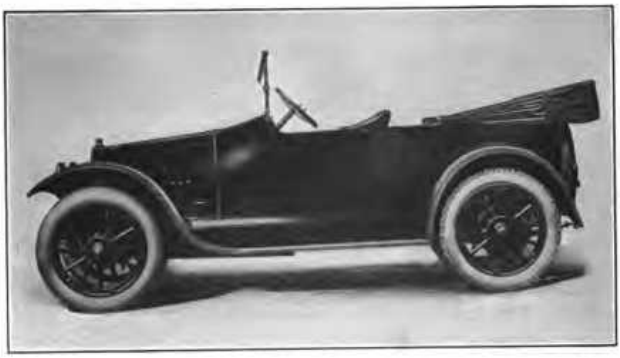
THE GASOLINE AUTOMOBILE

Geo. B. Selden in his "Benzine Buggy."



The present day motor car.

ENGINEERING EDUCATION SERIES

THE GASOLINE AUTOMOBILE

PREPARED IN THE
EXTENSION DIVISION OF
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PREFACE

The purpose of this book is admirably expressed in the following quotation taken from the Buick instruction book: "To derive the greatest amount of satisfaction and pleasure from the use of his car the driver should have a complete understanding of the mechanical principles underlying its operation. Merely knowing which pedal to press or which lever to pull is not enough. The really competent driver should understand what happens in the various parts of the car's mechanism when he presses the pedal or pulls the lever. He should know the cause as well as the result."

When we consider the complexity of modern automobiles from a mechanical standpoint, with the duties that are required of them, together with the fact that the great majority of them are operated by men with little or no experience in the handling of machinery, the automobile stands as one of the most remarkable machines that the ingenuity of man has ever produced. The operating expense of the automobile has already assumed a large place in the budget of the American people. Although it is so built that the owner may secure good service from his automobile with very little knowledge of its construction, still it is evident that an intimate acquaintance with its details should enable him to secure better service at less expense and at the same time to prolong the useful life of the car.

It is with the hope of increasing the pleasure of automobile ownership and reducing the trouble and expense of operation that this book is offered. It is planned primarily for use in the University Extension work in Wisconsin, for the instruction of those who drive, repair, sell, or otherwise have to do with motor cars. It is largely the outgrowth of a series of lectures on the subject which were given in twenty-three cities of Wisconsin during the past winter.

The thanks of the authors are especially due to Mr. M. E. Faber of the C. A. Shaler Co. for assistance in preparing the section dealing with tire troubles, to Prof. Earle B. Norris for much of the chapter on Engines and for editing the manuscript and reading the proof, and to the many manufacturers who have liberally assisted in the preparation of the work by supplying their cuts and other material.

G. W. H.

MADISON, WIS.,
Sept. 15, 1915.