

**CARE OF AUTOMOBILES; A
NON-TECHNICAL TREATISE
FOR THE BUSINESS AND
PROFESSIONAL MAN**

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Care of Automobiles; a Non-technical Treatise for the Business and professional man by Burt. J. Paris

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By
BURT. J. PARIS



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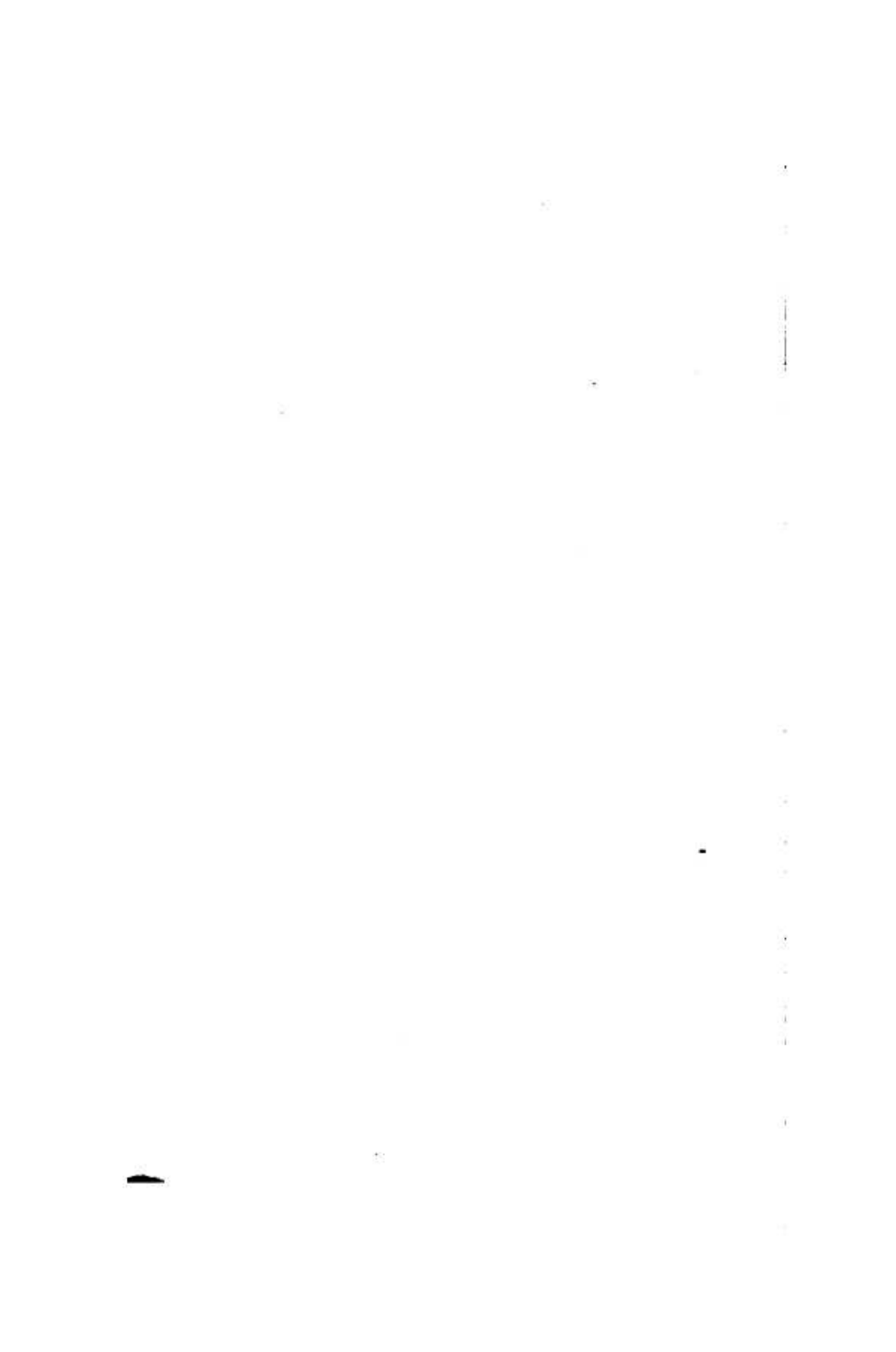
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CARE OF AUTOMOBILES

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry, no matter how small, should be recorded to ensure the integrity of the financial data. This includes not only sales and purchases but also expenses and income.

The second part of the document provides a detailed breakdown of the company's financial performance over the past year. It includes a comparison of actual results against budgeted figures, highlighting areas of both strength and weakness. The analysis shows that while sales have exceeded expectations, operating expenses have also increased significantly, leading to a narrower profit margin than anticipated.

The third part of the document outlines the company's financial strategy for the upcoming year. It focuses on cost control and revenue growth. Key initiatives include streamlining operations, negotiating better terms with suppliers, and expanding into new markets. The goal is to improve overall profitability and ensure long-term sustainability.

The fourth part of the document discusses the company's capital structure and financing needs. It notes that the current level of debt is manageable, but additional funding may be required to support the planned expansion. The company is exploring various options, including bank loans and equity financing, to meet these needs.

The fifth part of the document provides a summary of the company's financial position and outlook. It concludes that the company is well-positioned to meet its financial goals, provided that the proposed strategies are effectively implemented. The management team remains committed to transparency and accountability in all financial reporting.

SECTION I—HOW A GASOLINE MOTOR WORKS

There are many automobilists who have but a vague idea of the manner in which a four-cycle motor generates its power. The following paragraphs should make this matter perfectly clear.

The gasoline motor consists of a cylinder, a piston fitting closely in the cylinder and made practically air-tight by means of piston rings which fit into grooves in the piston and spring out against the cylinder wall. The cylinder may be likened to an ordinary pump and the piston to the pump plunger. The connecting rod is fastened on one end to the wrist pin which in turn is fastened to the piston. It is fastened on the other end to the crankshaft.

When the crankshaft is revolved it works the connecting rod and piston up and down in the same manner that the pedal of a bicycle works your leg up and down when running down grade.

In the cylinder head or top portion of the cylinder are placed two valves which when closed are gas-tight. One of these valves is called the inlet valve, the other being the exhaust valve. Both of these valves are opened at predetermined intervals by a camshaft connected with and revolved by the crankshaft. The camshaft is a rod of small diameter on which are placed cams or small metal projections. When the camshaft revolves these cams or projections come underneath or above stems attached to the valves and open them.

The inlet valve is connected by a pipe, which fits over the cylinder opening with the carburetor, which is the device for converting the liquid gasoline into an explosive mixture of gasoline vapor and air. The burnt gases are forced through the exhaust valve out through the exhaust opening into the muffler or silencer and thence to the open air.