

APPENDIX XIII.

HINTS ON PRESERVATION OF MOTOR BODIES.

1. A motor car should be kept in an airy, dry motor house, with a moderate amount of light, otherwise the colours will be destroyed.
2. There should be no communication between the stable and the motor house. The manure heap or pit should be avoided, as ammonia fumes are very injurious to both paint and upholstery.
3. Whenever standing for days together, a motor car should always have on it a large linen cover, sufficiently strong to keep off the dust without excluding the light, as no light at all fades the paint, and dust, when allowed to settle on a motor car, eats into the varnish. Care should also be taken to keep this cover dry.
4. The cover should be no deeper than the platform steps so as to allow a sufficient amount of air to get under the chassis and around the body work, to prevent damp settling on the panels.
5. A motor car should never under any circumstances be put away dirty. It will stain or spot unless care be taken to remove the mud before it dries on or as soon afterwards as possible.
6. The use of petrol with the water when washing a car is most detrimental to the varnish, especially when the varnish is soft.
7. When washing a motor car, keep it out of the sun, use plenty of water, and apply, when practicable, the hose or syringe, taking care that the water is not driven into the body to the injury of the lining. When forced water is not obtainable, use for the body a large soft sponge. This, when saturated, squeeze over the panels, and by the flow down of the water the dirt will soften and harmlessly run off. The finish with a soft chamoise leather and old silk handkerchief, but it is important that all grit should be removed from the panels before leathering off; a particularly careful man would have second sponge to use for his panels, and would on no account wash the bonnet, wings, chassis or wheels, with the same sponge or leather he uses for the panels.

8. The same remarks apply to the underwork and wheels. Never use a spoke brush which in conjunction with the grit from the road, acts like sandpaper on the varnish, scratching it and, of course, effectually removing all gloss. If persisted in it will rub off the varnish and paint down to the wood. Great attention should be paid to this point. Never allow water to dry itself on a motor car, as it will invariably leave stains.
9. Regarding the interior, when the trimming is of morocco, it should never be washed or even rubbed with a damp leather, as the dye of the skins is thereby loosened and comes off on the clothes of the occupants. When the upholstery is of cloth, a gentle rubbing with a soft brush is the best for cleaning it.
10. To remove spots and stains from the panels, a few drops of furniture polish reviver, or even linseed oil, on a dab made of woolen rags (using a little of the fluid as possible) will generally suffice. If the panels are very bad, nothing but a regular flattening down and hand polishing, or even re-varnishing by the coachmaker, will be effectual.
11. In cleaning brass or silver, be careful not to smear upholstery or paint with polish. Silver should be cleaned with the best plate powder; brass may be cleaned with liquid cleaners, but great discretion should be used in the sort employed.
12. Keep a small bottle of japan always handy to paint the treads and steps worn by feet; lay it on as thin as possible. If the treads and steps are of rubber they should be treated with pipeclay, which easily washes off.
13. As a general rule a motor car retains its freshness better, with moderate work, than if standing for long periods in a motor house; the paint will not fade so quickly and the lustre of the varnish will be greater.
14. A driver should be careful not to load the inside of a car with oil cans, dirty bundles of odds and ends or sharp edged articles, as these do more damage to the coachwork and upholstery of a car in a few minutes than any amount of fair wear and tear. The driver should be equally careful to see that his hands and clothes are quite clean before touching the coachwork or upholstery of a car, as again much damage can be caused in a few minutes.