

STOP POWER WASTE IN FIGHT AGAINST THE H. C. OF GAS

Secret of Conservation Lies
in Performance of
Motor Parts.

There is every indication that during the coming summer we are going to have a period of high prices in the gasoline field. There is no shortage of motor fuel; there is plenty to go around, but the producers seem to feel that they are justified in raising prices, and unless all signs fall the price going to go up. This being so, every car owner is interested in saving all the fuel he can. We have been wasteful of our fuel in the past, and the wise motorist will welcome suggestions that will enable him to eliminate waste of all kinds and thereby reduce his mounting bills at the same time doing a patriotic duty.

The modern internal combustion engine will operate on a fuel mixture ranging from eight parts of air to one of gasoline to fourteen parts of air to one of gasoline. Operating conditions, however, are better when the mixture is leaner; that is to say, 14 to 1 rather than 8 to 1. But, as a general rule, car owners tend to give the engine a richer mixture than the former. Obviously, a mixture at 8 to 1 contains almost twice as much gas as one at 14 to 1. If the engine ran better with the richer mixture there might be some excuse for using it, but it doesn't. Further, the richer mixture tends to produce rapid carbonization, and while the engine will run on it, nevertheless the action is sluggish and lacks the snap that is present with the leaner mixture. Therefore the first thing the car owner who aims at maximum efficiency should do is to make sure that his carburetor is properly adjusted to give the leanest mixture consistent with satisfactory running.

If the car owner is unable to make this simple adjustment himself, he should certainly have the service station do it for him. In cases where the carburetor is an old instrument with not enough range of air volume, it may be wise to install one of the devices of the auxiliary air inlet type. These are inexpensive and easily put in place. At any rate, every car owner should give his carburetor attention to the carburetor system with a view to reducing the probable waste in this locality.

Claims O. K. Battery Will Not Freeze

Paul B. Rabe of Chicago, after four years of experimenting, has been able to turn out a dry rechargeable battery that he claims puts at an end the battery expense and troubles of the motorist.

"Owners of automobiles no longer need worry about their batteries in cold weather," says Mr. Rabe. "The battery now being manufactured at the plant of the O. K. Giant Battery corporation at Gary, Ind., of which I am president, will not freeze. It also eliminates the service station problem, for, like the babbling brook, this battery goes on forever. It has been subjected to the most severe tests that could be given a battery and always has functioned—always has been found 'O. K.'"

One of the most severe tests to which this battery has been subjected was freezing it in a case of ice for three days and letting it stand outside for twelve hours with the temperature at 21 degrees below zero. That treatment never failed the O. K.

"It always will bring you home," said President Rabe about his new invention.

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FOUR MILLION IN PLEASURE BUDGET SPENT ON TOURS

Astonishing figures on the money distributed by motorists making long distance journeys have been compiled by the National Parks Highway association, according to W. G. Edens of Chicago. Mr. Edens is the local representative of the highway, which now extends by a well marked route from Chicago to Crater Lake, Oregon, with gateways at each of the four national parks enroute.

Mr. Edens says: "Records kept by the highway representatives last year show that a little over 40,000 automobiles used the highway for trips of 1,000 miles or more. We do not keep records of trips less than 1,000 miles, as we do not consider that they are transcontinental in character. Each of the 40,000 cars recorded carried an average of three persons to the car. According to government estimates, the average money spent daily by each person on the road is \$4. Many who camp along the line will not spend over \$3, but this is more than offset by the number who will spend from \$5 to \$8. Accepting the government's average of \$4 per day and three persons to the car, we have \$12 per car daily.

"Each of these autos was on the highway at least ten days. At \$12 per car a day this would mean \$120 spent by the occupants of each car. Taking our record of 40,000 cars at \$120 each, we have a total of \$4,800,000. This, I believe, is conservative and it should be borne in mind that there were many other thousands of cars on the highway making shorter trips, all of them adding to the stream of dollars.

"The returns from motor travel are not by any means confined to hotels and garages, although, of course, they receive a goodly portion. Many persons prefer to camp along the route, but they must have groceries, clothing, ammunition, reading matter, amusements, and incidentals. Motor travelers whether campers or hotel travelers are liberal spenders at dealers and refreshment parlors.

CHOICE SELECTION.

The motorist who goes to Florida will bump into more varieties of fruits than he ever saw before—if, of course, it is his maiden trip. Among other fruits that Florida boasts are coconuts, bananas, pineapples, grapefruit, avocado pears, custard apples, mangoes, papayas, guavas and pawpaws.

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EXAMINE YOUR CASINGS

Trouble and annoyance is saved the motorist if he will examine his casings after a puncture, before inserting a new tube. A nail, fragment of glass, or rough and broken fabric surface, remaining over from the first puncture, will often quickly ruin a new tube.

After a careful inspection of the casing, the tube should be slightly inflated before being inserted, in order to prevent its being twisted, according to Miller tire and tube experts. Where the tube is inserted flat, there is danger that due to a twisted condition, it will tear under high air pressure.

Another good rule is never to place the tube on the ground. A porous condition is often a direct result of the dirt and sand which adhere to the tube which has been laid on the road beside the car. A fourth principle of tube conservation is to lightly dust the inside of the casing with soapstone or talc. This prevents chafing and sticking of tube and casing. Excessive use of either talc or soapstone causes tube blisters.



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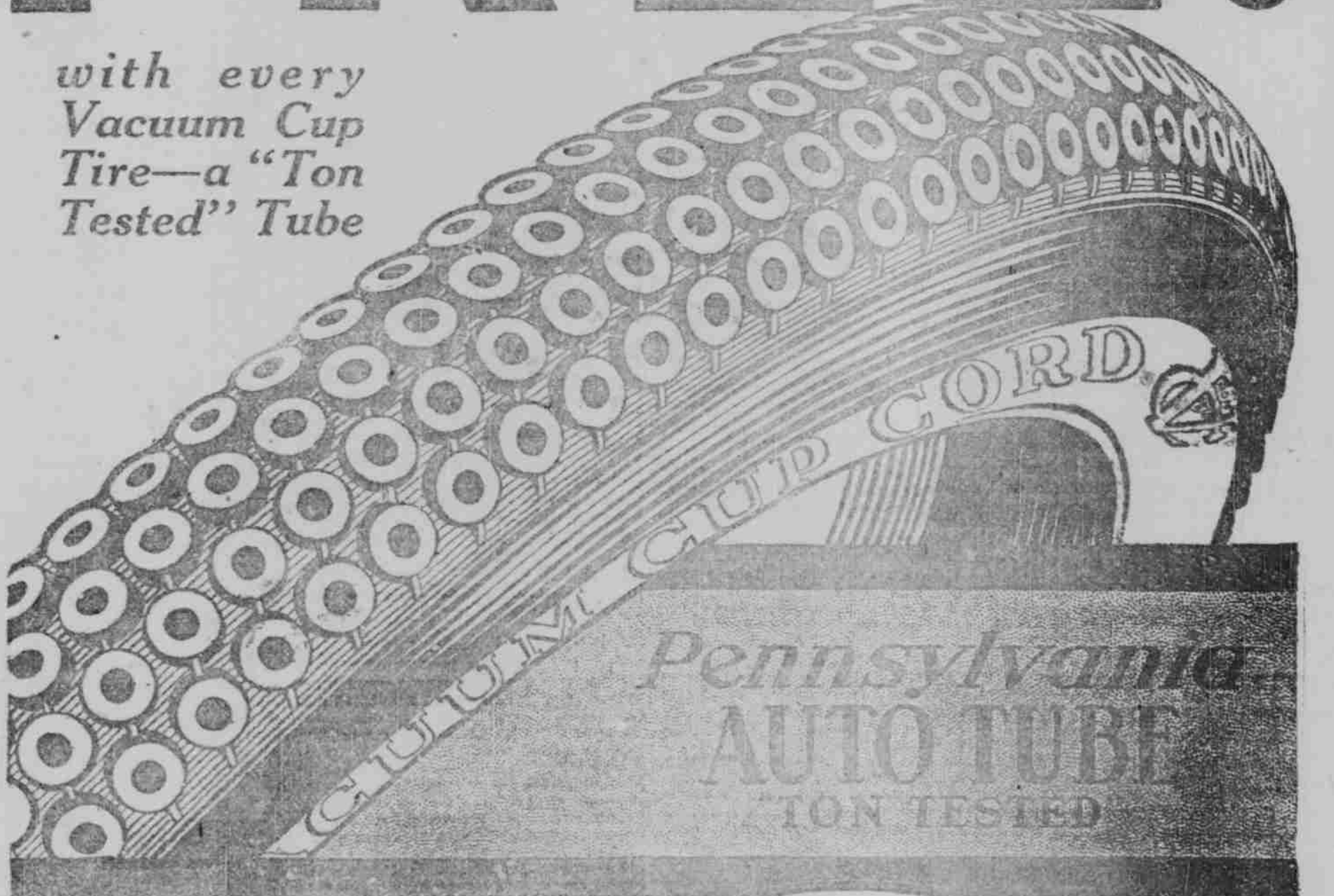
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