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Lakin Hardware

"WHERE IT PAYS TO TRADE"

ARE YOU A "GOWAG"?

(By George W. Morrison)
Every motorist is either a "Gowag" or a "Goiwag"—and the "Gowags" think they have something on the "Goiwags."

"Are you a Gowag?"
Two motorists were talking in the rooms of the Automobile Club of America in New York City, recently, and the elder propounded this question to the younger.

"Am I a what?"
"I said a Gowag. The word is very useful. I will take all the credit for inventing it. I was on a trip recently and I found that at the end of each day's run there were certain things I ought to think of, to attend to, and every now and then I found myself forgetting one or two of these things. So I hit upon the idea of devising a word made up of the initial letters of the five things that I ought to think of each day. These were as follows:

"G for Gasoline. Of course I had to see that the tank was replenished."
"O for Oil. The car has simply got to have an abundance of oil, and it must be the right kind."

"W for Water. The engine has a thirst, especially in these dry days."
"A for Air. The tires must be inflated to the correct air pressure. Ten miles on tires underinflated may take hundreds of miles off the end of their lives."

"G for Grease. At the end of each day's run, I must turn certain grease cups one complete turn or more, otherwise I shall have squeaks in my springs and other troubles."

"That is a great idea," said the other man, "and I can see that in making up the word you have given the five points in what seems to me to be their proper order of importance—but say, you have left out one thing that bothered me like blazes on my last trip, and I think you ought to put it right after gasoline and oil. It is ignition."

"Well, that would make the new word Goiwag."

"Yes," said the younger man, "and I can tell you that with a battery-ignition system such as I have, you cannot be too careful that your contact points are properly cleaned and adjusted, that there is no short-circuit in the wiring, that you have an ample supply of good fuses and that everything is wired up properly. I started on my last trip with my battery discharging instead of charging, and did not notice it until I had nearly wrecked it with the constant strain of ignition service."

The older man laughed heartily. "Don't think that because you have added one letter to my word that every motorist has to use your revision of it, any more than we all have to agree to every revised version of the League of Nations pact. I don't need to be a Goiwag, because my ignition never gives me any trouble. I have a magneto and I never have to look at it nor even remember that it is on the car."

The younger man was forced to admit that the "Gowag" had something

on the "Goiwag," but even at that he was glad to have acquired new word in his vocabulary, of which the memory principle would help him at the end of each day's run, to be sure that he did not overlook anything, and to give proper attention to the important features of Gasoline, Oil, Ignition, Water Air and Grease.

MORE POWERFUL GASOLINE

Automobile manufacturers are looking toward the adjustment of their engines to the less volatile but more powerful gasoline now being supplied by petroleum refiners. Refiners, in order to meet the increasing demands upon petroleum stocks, have cut deeper into the crude oil and are producing a fuel considerably more powerful than that of former years. The problem of adaptation to the supply of petroleum and its refined parts is one expected to come before the statistical research bureau which the American Petroleum Institute, with headquarters in New York, intends to establish. In this institution producers, refiners and consumers of oil may join in coordinating their efforts for the improvement of the industry.

Dr. Van H. Manning, director of the United States Bureau of Mines, is also chairman of the Improvements Committee of the Institute. He has recommended to the Institute directors that the new bureau be established with an appropriation of \$1,000,000 a year to be raised on a production basis from the refiners and producers. A special committee to consider this recommendation has been appointed by President Thomas A. O'Donnell. A favorable report on the Manning proposition is expected by individual members of the Institute.

The problem of using a less volatile but more powerful gasoline for automobiles is not a new one. According to Henry L. Doherty, chairman of a committee of petroleum producers and refiners which is now negotiating with the manufacturers of motors, Doherty's committee and another, headed by John N. Willys, of the automobile manufacturers, have had the problem under consideration for some time. Although petroleum producers are bending every possible effort toward increased production they have thus far been unable to cope with the enormous increase in the demand for petroleum products, especially gasoline. Refiners, however, have advanced the only practical solution to the threatened shortage by cutting deeper into the crude oil and extracting a greater volume of gasoline which is less volatile but more powerful. In this way it is hoped the supply of the fuel can in some measure keep pace with the demand.

It is significant to note the spirit of cooperation between petroleum producers, refiners, and automotive engineers. A satisfactory solution of the future of the gasoline problem is expected and one which will not cause automobile owners to suffer serious loss in the adaptation of their engines to the more powerful fuel.

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