

USEFUL POINTERS ON SAVING OF GASOLINE

Economy in Fuel Should Begin
at Carburetor.

MORE POWER IN LEAN MIX

With Supply of Gasoline Falling
Behind Demand, Rigid Saving
Duty of All Car Owners.

Every car owner likes to keep his expenses as low as he reasonably can and it is really surprising to what a small figure the costs can be cut by consistent saving. This is as it should be, for motoring in America is distinctly a democratic sport, and we want to keep it so. Therefore any suggestions for keeping down the expense bills are quite in keeping with what we may call our national motoring ideals. In the present article we purpose trying to tell the car owner how he may cut off something from his fuel bill.

Let us begin by saying that the bills for gasoline and tires are the two big items in the outlay for keeping the car running. They are then the obvious first points of attack in any attempt to cut down expenses. Further, it is the duty of all car owners to make their fuel go as far as possible, because our supply of petroleum is barely enough for our demands now, with still heavier consumption in prospect.

The first place to begin the campaign to cut down fuel consumption is at the carburetor. Here occur most of the leaks that increase fuel consumption. The average American car owner drives with a mixture nearly twice as rich as necessary. In other words, almost half the gasoline that he uses is wasted.

Keep Mixture Lean.
The modern engine will run on a mixture ranging from about 14 parts air to one part of gasoline to one containing only eight parts air to one of gasoline. But the engine will do its best work when the mixture is made as lean as possible. While it burns the heavier mixture it does not operate with the snap and vim that it displays on the leaner fuel.

Practically all modern carburetors have an attachment for increasing and decreasing the amount of air injected into the mixture. It is a very simple matter to experiment with this adjustment, first making the mixture as lean as possible and gradually turning back until exactly the right proportion of gas to air have been found for satisfactory operation. In addition to the benefits of greater economy with the leaner mixture the condition also cuts down carbon deposits.

It may seem to the individual car owner that it is a very small matter whether he uses too rich a mixture, but it is the aggregate of this wastage that counts. The individual's waste may be multiplied by nearly 6,000,000 to get the total amount of motor fuel that is practically thrown away. If all the potentially useful fuel were turned into actual service instead of having our fuel supply an alarmingly tight fit for our needs, we could have a handsome surplus to take care of the rapidly growing number of motor vehicles.

However, the carburetor is not the end of the search for possible fuel leaks. After the carburetor has been properly adjusted to supply the leanest mixture consistent with good operation, the whole fuel system ought to be gone over from engine to tank. Foreign matter partially obstructing the pipes or lodged in the strainers or in the fuel tank helps to cut down the efficiency of the whole system.

Carbon Gasoline Waster.

A rigid search for leaks in pipes and manifolds should be instituted. Small leaks are peculiarly liable to escape notice in warm weather, when the gasoline is lighter than in winter and quickly evaporates after escaping into the air. Obviously, actual leakage of the fuel is one of the best possible ways to increase consumption.

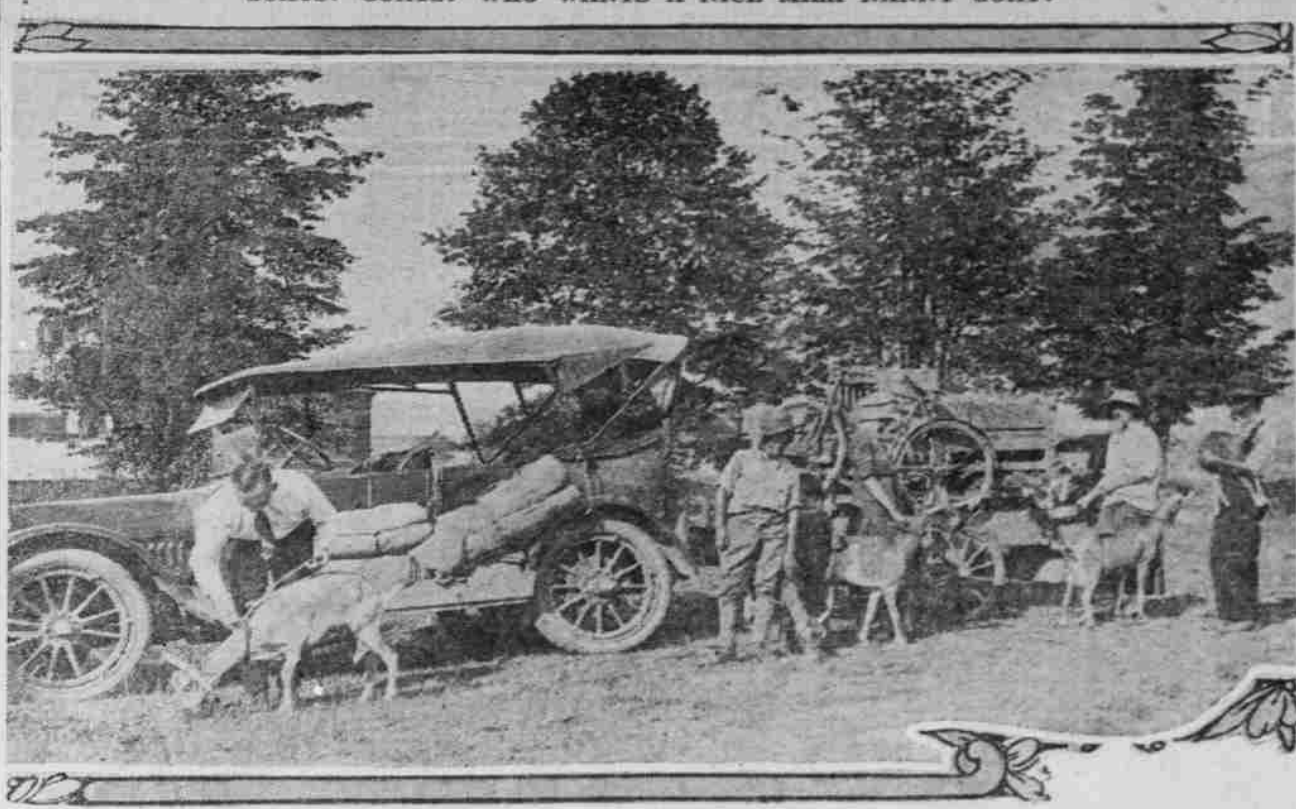
An actual physical leakage of the fuel is only a little worse than power leaks of various sorts. Wasted power inevitably means additional fuel to make good the deficiency. Carbon deposits in the cylinders are a prolific source of wasted power. And here is a place where one original waste breeds further wastage.

When the fuel mixture is too rich heavy carbon deposits are formed in the cylinders, and these cut down the power output—almost a geometrical progression. Therefore, keep the engine free from carbon by having it cleaned out periodically and help along the good cause by getting proper carburetor adjustment in the first place.

Another source of great power waste is the valve system. The valves must seat properly if full power is to be obtained from the fuel. The only way to secure proper valve seating is to have the parts ground in at intervals of say two to three months, or when there appears to be need of the operation.

At present we are not getting the same sippy grades of motor fuel we once did, and with this heavier stuff it is vitally necessary that a certain amount of heat should be applied to the fuel. There are many ways of doing this, heated manifolds, hot spots, etc., and every car needs some such equipment. Many of the new cars are so

GOATS! GOATS! WHO WANTS A NICE MILK NANNY GOAT?



HERE'S A WHOLE TRAILER LOAD OF 'EM, BOUND BY STUDEBAKER EXPRESS FROM MODESTO, CAL., TO A NEW HOME AT YAKIMA, WASH.

Great excitement prevailed at the Oregon Motor Car company Monday when S. W. Gaines and family, formerly of Portland, appeared in their Studebaker car from Modesto, Cal., towing a trailer in which were 11 Swiss-Toggenberg milk goats and a Persian cat! They had traveled 1100 miles in a week and all hands, including the goats, appeared to be thriving. Ten adult goats rode in the trailer and a kid (baby goat) shared a top compartment with Laddie, the cat. Coming up Wolf creek hill, in southern Oregon, the goats enjoyed a walk to lighten the load. When the family camped each night the goats were turned loose to stretch their legs, but they were so gentle they returned at call to the trailer again. This photo was taken at the city's auto camping grounds at the Forestry building. Mr. Gaines, family, goats and Persian cat, are bound for Yakima, Wash., where he will go into the goat milk business. Each goat gives about four quarts a day, and the milk brings 35 to 50 cents a quart.

TREAD DESIGN SCIENTIFIC

THAT ON CARLISLE CORD RESULT OF LONG EXPERIMENT.

Zig-Zag Streaks of Lightning Selected as Best Skid Preventive After Some 300 Tests.

In the early days of non-skid tire tread manufacture little thought was given the design of the non-skid feature. The original idea was merely to make the surface rough. Then the "advertising tread" appeared extensively. But today a non-skid tread must have behind it a scientific reason.

When the non-skid strip is placed on a casing its surface is perfectly smooth. The non-skid design is a part of the inside of the mold in which the tire is baked, or cured. As the intense heat of the oven softens the plain rubber tread, the non-skid design is formed through pressure. After the heat is withdrawn the rubber sets permanently and holds the non-skid design until the road wears it away.

One of the latest non-skid designs to attract attention on account of its originality and artistic effect is that of the Carlisle cord tire, which is made of continuous "giant cord" or rope. This is the only tire made of cotton "rope" and the machine which does the whole job in a wonderfully simple and clever way has created a sensation in the cord tire industry.

The non-skid tread design on the Carlisle cord casing was developed after almost as much labor and experiment as was spent on the machine which builds the carcass. It is not only a positive skid preventer on all surfaces of roadway, but is also decorative and emblematic of the remarkable speed of the Carlisle tire.

Two streaks of lightning run parallel around the circumference of the wheel, but the broken sections of the correct representation of zig-zagging lightning create a diagonal wedging action against the road surface, which could not be obtained by two parallel grooves. After the test cars of the Carlisle factory had tried out some 300 different non-skid designs on wet pavements, over ice, snow and mud, the lightning design proved most effective and is one of the unique and best looking non-skid on the market.

MOON CARS NOW IN ENGLAND

Victory Six Model Sells Easily There for \$3500.

At this time there is a very strict embargo against the shipping of automobiles into Great Britain, though manufacturing has not been resumed there to any appreciable extent. That is shown by the state-ent made in St. Louis recently by E. Bennett, of the Northwestern Motors, Limited, of Liverpool, who said he had seen one offer of \$25,000 for a 1915 Rolls-Royce car.

Bennett, however, has obtained a special permit from the British government for importation of Moon victory model cars and has ordered forward with all speed from the Moon Motor Car company a shipment of 50

of his allotment. He says the Moon victory model sells in England at \$3500 as fast as deliveries can be made.

This he attributes to the fact that it has almost identical lines with the Rolls-Royce, the aristocrat of the English market—a sort of half mark of royalty to its owner. The Moon company has closed a contract with Bennett for continuous shipments throughout the year.

12,000 MILES TO TIRE SCHOOL

Jap Goes to Goodyear Plant to Learn Tire Repairing.

In the factory tire repair school of the Goodyear Tire & Rubber company, Akron, O., is a student now taking the course who has traveled over 12,000 miles to attend the school. His name is Roy Gadow. After he completes the course and gets some experience on tires that have been used on American roads, he intends to return to his home in Kobe, Japan, where he will introduce Goodyear methods of repairing tires.

MANY USERS OF ALEMITE

LARGE FIRMS INSTALL NEW LUBRICATING SYSTEM.

White and Federal Trucks Now Are Factory Equipped With This System on Arriving Here.

The new Alemite lubricating system for passenger cars and trucks is meeting with the highest approval of the automotive industry. All White and Federal trucks arriving in Portland for the past several months have been equipped with this system before leaving their factories. The Union Truck company, Transport Truck company, J. I. Case Motor works, Peerless Automobile company, Apperson Bros. and the Hupp Motor works have also adopted the system as standard equipment.

Other manufacturers will adopt it as soon as the Alemite factory is in position to fill the big demand for its product.

The Alemite Lubricator company, 432 Alder street, is northwest distributor for this system and has installed hundreds of sets, covering virtually every make of car in Portland. Among the truck users in Portland who endorse the system are the Honeyman Hardware company, Meier & Frank company, Union Oil company, Standard Oil company, Manning Warehouse & Transfer company, Crystal Ice & Storage company, U. S. Bakery, Log Cabin bakery, Baggage & Omnibus Transfer company, Damascus Creamery company, the Weinhard plant and others.

In addition to truck users, many passenger car owners are taking advantage of this improved system of lubricating and are having it installed in place of the old and unsatisfactory grease cups. The owner with Alemite can just about forget his lubricating troubles and know that his car is getting proper lubrication.

New highway associations are springing up in Montana as the result of a movement to improve the main road east and west.

ECONOMICAL

COMFORTABLE

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MEET THE CANON-BLACKSTONE TIRE CHIEF FOR PACIFIC COAST.



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