MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

HAS NO MORE NEED FOR JOHN D's FLUID

Inventor Again Demonstrates Ability To Burn Air at Cost of One-fifth Cent a Mile.

Much interest has been shown by readers of THE ACADIAN in an article published on this page on August 6th which described the invention of an American for developing motive power from atmospheric gases. In that article, taken from a Webster City (Iowa) newspaper, it was stated that the inventor ran a truck around the city all day on about 5c worth of material. The following article has since appeared in the Des Moines Capital:

A. C. Bundy of Webster City, famous in his home town and vicinity as the discoverer of a process to create hydrogen gas and apply its use to the automobile, drove into Des Moines today with his car and motored over to the state house to arrange with Secretary Corey to show his invention at the Iowa state fair.

Bundy was accompanied by Rube McFerren and A. J. Peterson of Webster City. Mr. McFerren, well-known Iowa legislator, prominent in the Thirty-sixth and Thirty-seventh general assemblies, is president of Bundy's company. Peterson, former county auditor of Hamilton county, is secretary-treasurer of the company.

Cost Small

Bundy says he used about fifteen cents worth of chemical in driving the 80 miles or so to Des Moines from Webster City. The cost of operation of an automobile will be extremely low and the problem of using up all of the country's oil in the development of gasoline is solved in Bundy's opinion.

Besides patenting the process used to develop gas, Bundy has also patented a rotary engine, a type required for this new power. It has far less parts than the engines now used and it is claimed will develope a high speed.

Friends and acquaintances of Bundy say that for years he has been a mechanic. Several years ago he was working in South Dakota when he formed the acquaintance of a chemist. Bundy and the chemist worked for months on this process when the chemist was taken ill and died. Since that time Bundy has continued the work until he has perfected and patented his invention.

HOW TO STEADY A JACKED-UP CAR

To remove the tire or demountable rim from the rear wheel of an automobile it is necessary to jack up the car and revolve the wheel; therefore the brake must be released. It injures a tire to run on it while deflated and if it has gone flat on a hill the other wheel must be blocked before it is safe to release the brake. On paved roads and streets or in stoneless localities it is not always easy to find a satisfactory block. Carry your block with you.

One method suggested is as follows: Take a block of wood about 10 inches long and 4x4 inches thick and saw it into blocks of equal size making a diagonal cut. This gives a block wedge-shaped at one end just the thing for blocking purposes and large enough to hold a heavy car on a steep hill. It is light, easily stowed and does not injure the tire.

A set of these often comes in handy in the garage, for sometimes, when working around a car, both rear wheels have to be jacked from the floor and then it is necessary to block the front wheels to prevent forward or back movement.

Safety demands that when a car is left standing on an incline, it must be blocked to avoid accidental release of the brakes.

This is the time of the year when owners of new cars need to be reminded that more harm may result to the vehicle in the first 500 miles of running than all the rest of its life. After the car has been run a couple of hundred miles the driver should go over it and take up slack in bolts and bearings. Pistons should have excessive lubrication during the early wearing period. The universal joints must be kept fully lubricated during the early running of the car. A stitch at this time saves not nine but nineteen.

The automobile industry in the United States employs more than 1,000,000 men and women. This does not include accessory manufacturers.

ADJUSTED BRAKES ENSURE SAFETY

Remember That the Brakes Are the Only Safety Device in Your Motor Car

Brakes are the only safety device on the motor car and when it is considered that faulty or improperly adjusted brakes can be quickly corrected and made to function properly it is oftentimes criminal negligence to allow them to go unattended to.

In case brakes are not working properly, it is very likely that they have become coated with oil or grease, which acts as a lubricant. This condition is dangerous, for it may cause the brakes to slip when applied. At the earliest opportunity the lining of the brake-drum should be wiped clean with kerosene.

The brake lining may have become worn so that insufficient presure is brought to bear against the revolving metal drum and the car cannot be stopped quickly. A few adjustments which any mechanic can make while you wait, will often compensate for the reduced thickness of the worn lining.

If the lining has become worn beyond the margin of safety, it is best to take no chances but to have the brakes relined. In the selection of a new brake lining the motorist must be guided by the experiences of the leading automotive engineers, who have made numerous analyses and tests of various kinds of brake lining materials. The wise motorist is satisfied not alone in being able to drive a car, but thankful that he can stop it. He values a smooth, short stop no less than he appreciates a quick, easy getaway. Watch your brakes—enjoy greater comfort and safety.

And while brakes are vital in the safe operation of a car, they should not be used any more than necessary. The best way to avoid brake troubles is to use the motor as much as possible as a brake on the hills. If you are going down a steep hill put the car in second and let the motor hold it back. If the hill is very steep, get into low and slide down. You who have never tried this do not realize what power there is in the motor to hold the car back. It is safer and greatly prolongs the life of your brakes.

WASHING AID.

A mighty useful device for the man who washes his own car may be made by sawing a keg or barrel in half and clamping to the edge an ordinary clothes wringer. The half barrel is filled with water and the chamois cloths used for cleaning the car soaked therein and afterwards passed through the wringer so that a dry surface may be assured in the final operations of cleaning the body.

OUTLOOK FOR AUTO INDUSTRY

Second in size to only the iron and steel industry, the American automobile industry is today the world's largest manufacturing business of finished products. At the end of this year the total annual volume of United States combined motor vehicle, accessory and supply business will have reached $4,400,000,000, of which $2,000,000,000 will represent motor cars, trucks and tractors.

In view of these staggering figures J. George Frederick, writing in the American Review of Reviews, asks: "Can the automobile industry keep on growing? Is the ghost of saturation to begin his disquieting gil? is not the point being reached where income limitations will prevent the further absorbtion of motor vehiciles?"

Some comparisons and a "close-up" inspection of facts underlying this country's automotive industry—admittedly the most amazing young giant in our industrial arena—are necessary to reach sound conclusions.

First, then, there are now roundly 7,750,000 motor vehicles in use in this country, about 800,000 being motor trucks. This is one vehicle to each thirteen persons in the United States as against one to every 2,182 persons in the rest of the world. Certain sections show a higher concentration than the country as a whole. Iowa is first with an automobile to every five to six persons—one to every family. Were the same proportion maintained throughout the whole nation, there would be 40,800,000 more cars in operation in the United States alone!

Men like W. C. Durant, head of the General Motors corporation, do not see anything fantastic in such an outlook gfr the automotive industry, declares Mr. Frederick, who quotes Mr. Durant as saying substantially that the automobile is a part of the constructive machinery of civilization and progress—a stimulation to every phase of modern life—and is sound because it meets a fundamental human need—transportation. Motor cars are no longer a luxury, continues Mr. Durant; 90 per cent of them are employed at least part of the time in business. Unless human nature changes, there will always be a demand for them.

LOOK AT FRONT WHEELS

The average car owner is quite likely in the desire to give the rear wheels all the attention they need, to forget the front wheels. Now, the front wheels should be given careful inspection at least once a month, particularly those of the type fitted with ball-bearings of the cup and cone type. The cones wear rapidly because they are subjected to heavy stresses in travel.

Little Girl: Mother dear, can't I have a dress like that. Mother: No, darling, you are to young to wear a short skirt.

SOME OF CANADA'S BIGGEST THINGS

Canada has the largest bascule or one-way lift-bridge in the world at Fort William.

Canada has the largest fish hatchery in America at Port Arthur; capacity 90,000,000 eggs.

Canada has the largest grain mills in the British Empire.

Canada has the world's highest lift-lock at Peterboro.

Canada has the largest buffalo herd (over 4,000), and the largest elk herd (6,000-8,000) in the world.

Canada has the richest nickel and asbestos mines in the world.

Canada has the longest bridge span of its kind in the world at Quebec.

It is an excellent thing to sprinkle some French chalk or talc in the shoe before putting in the tube, but don't be prodigal in the use of it, for too much is worse than not any. If there is an excess of chalk it is apt to roll up into little balls and the continual friction of the tube against these will soon do material damage to the tube. In fact, there have been instances where the tube was literally chewed to pieces—so badly damaged that it was found impractical to repair it.—Motor Life.

The main street of Zion City, Ill., is covered with deep sand to prevent automodile speeders from annoying the town.

OPPOSE HEARST PAPERS

The Vancouver Canadian Club has passed a strong resolution against the Hearst magazine and news services and has forwarded a protest to Ottawa. A special committee was appointed by the club to make a thorough investigation into the extent to which the Hearst publications circulate here and into the anti-British character of the same. The committee which contained two of the brightest young lawyers in the city went into the matter very thoroughly. The report states that the newspapers and news services controlled by the Hearst interests "are inimical to the best interests of the British Empire and some or all are detrimental to the Canadian spirit." The Federal Government is urged to investigate the matter and to take such steps as it thinks best to exclude them or otherwise deal with them. The resolution will be also forwarded to the annual convention of Canadian Clubs which will be held in Montreal in September.