

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

HOW MOTORISTS CAN OBTAIN FULL MILEAGE FROM GASOLINE USED

Gasoline is not as plentiful as water, and never will be. It is a problem, therefore, to get as many miles as possible out of every gallon consumed. A few fundamental principles, if properly observed, will help to increase the efficiency of the motor.

First of all it is important to see that the power plant is tuned up. The compression must be good in each cylinder; the ignition system and its auxiliaries, the spark plugs, should be working properly. The mixtures of most cars are too rich. This means that gasoline is being wasted and the engine subjected to excessive and unnecessary carbonizing.

After making sure that the engine is operating at its best, take the car out on a good smooth road and see how it coasts. If the tires are not properly inflated, if the front wheels are out of alignment, or if the brakes drag, the car will be found to come to a stop much quicker than it would after the power of the motor is cut off.

This indicates all too clearly that gasoline is being wasted, to say nothing of the unnecessary wear on the tires (if they are too soft or the wheel alignment is faulty), or on the brakes (if they are dragging), or both. For wastes go together, and one leads to and causes others, from the motorist's standpoint.

Another common way in which fuel is wasted is to permit the engine to idle when the car is standing still. Most engines, with throttles closed, will run idle at about the same r.p.m. as when driving the car at a speed of ten miles an hour. Hence, when the motor is idling, somewhat less than the same quantity of gasoline is being consumed as when the car is travelling ten miles an hour over average roads. Thus the wastefulness of this practice becomes apparent.

It is ordinarily wise to let the engine idle a moment or two before starting up the car, but to let it idle for any long time when it is not necessary is economically wrong.

MY AUTO, 'TIS OF THEE

My auto, 'tis of thee, short road to poverty, of thee I chant. I blew a pile of dough on you three years ago; now you refuse to go, or won't or can't.

Through town and countryside, you were my joy and pride, a happy day. I loved the gaudy hue, my nice white tires new; but now you're down and out for true, in every way.

To thee, old rattle-box, came many bumps and knocks, for thee I grieve. Badly thy top is torn, frayed are the seats and worn; the whooping cough affects thy horn, I do believe.

Thy perfumes swell the breeze, while good folks choke and sneeze, as we pass by. I paid for thee a price, 'twould buy a mansion twice, now everybody's yelling "ice"—I wonder why?

Thy motor has the grip, thy spark plug has the pip, and woe is thine. I too have suffered chills, ague and kindred ills, endeavoring to pay my bills since thou wert mine.

Gone is my bank roll now, no more 'twould choke the cow, as once before. Yet if I had the dough, so help me, John, I'd go and patronize the auto row, and speed some more.

WORLD RECORD IN ROAD BUILDING

Pennsylvania, during the 1920 construction season, built approximately 410 miles of concrete roadway, 18 feet in width. This is the world's record for one season of this type of highway.

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 2nd June, for the conveyance of His Majesty's Mails, six times per week over

GREENWICH No. 1 R. M. ROUTE under a proposed contract for a period not exceeding four years, dating from the 1st October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Terminal and route Post Offices, and at the office of the undersigned:

W. E. MACLELLAN, Acting District Superintendent, DISTRICT SUPERINTENDENT'S OFFICE, Halifax, April 18th, 1922.

Make it an every morning habit to shine with



HOW BLOWOUTS START

An inexperienced driver whose tire gets a heavy blow from a stone or a curb usually looks over the outside of the tire to see if any damage has been done. But the old driver knows that if harm has been done the place to look for it is in the inside, and that any break in the fabric will be registered on the inside ply first.

Naturally the inside ply is shorter than the rest and each ply is shorter than any of the others outside of it. This is because it is on the inside of the curvature of the tire. Now if the tire is suddenly compressed at some point to a considerable extent, the relative position of the plies is reversed—that is, the outside ply becomes, at this particular point, the inside ply as regards the curvature and the inside ply becomes the outside ply, as regards curvature.

This has the effect of stretching the inside ply more than any of the others and, of course, if the amount of stretch is very great the fabric will be broken.

If it should happen—as it often does—that only one or two inner plies are broken, there will not be any signs of the injury on the outside until a considerable time afterward. This is because the other plies still unbroken will continue to hold against the air pressure, even though they will be under excessive strain. But continued flexing will eventually break them also, and the result may be a blowout which may occur at any time, even on a perfectly smooth pavement.

Another effect of a break in one or two inner plies may be that from continued bending the broken edges of the fabric rub a hole in the inner tube at that point. Sometimes the break is so pronounced, especially in a fabric tire, that the air pressure forces the inner tube into the break, and as this is continually closing and opening, as the tire rolls, the action is like a pair of pincers and cuts the tube.

If the tube is chafed through or cut after a bruise, such as described, the air will pass directly through the carcass and force the rubber side covering, and sometimes the tread, loose from the fabric. When this happens the user generally terms it a blowout, and as a matter of fact it is, but, contrary to the opinion often held, it is seldom the result of a defect in manufacture. It can generally be traced to an injury sustained some time prior to the final breaking down of the tire.

LIKE AIR INSIDE TIRE

Like the air on the inside of an automobile tire is courtesy, observes The Mason Mail. There may be nothing to it, but still it eases many a jolt and saves many a rupture.

FIVE MINUTES

The shades of night were falling fast, When o'er the city streets there passed A car that speeds with might and main, Like hell bent—and 'twas all to gain—Five Minutes.

Thus onward, ever speeding surge, Though suddenly there may emerge, From intersecting streets a car Unseen, unheard, unwarmed afar—Five minutes.

A boy upon his "wheel"—'tis frail, Uncertain as it strikes the rail, A spill—And though the street was wide Time all too short to turn aside—Five minutes.

A group of youngsters in the street, A ball is struck—a runner fleet Darts out—unmindful of a fall His thought is only on the ball—Five minutes.

What enterprise of great import Can call for speeding of a sort To jeopardize and recklessly Place these odds against eternity—Five minutes.

Minard's Liniment used by Physicians.

THE PERFECT ROAD HOG

The man who refuses to stay in the traffic line.

The man who insists on using both sides and the middle of the road.

The man who leaves his empty car standing on a busy street all day long.

The man who turns a corner at 20 miles an hour after a faint signal from the horn.

The man who persists in rushing in front of the car ahead, and then drags indefinitely.

HOW TO REMOVE SCALE

One of the simplest and most efficient methods of cleansing the radiator of scale which forms in it is to fill the water system with a strong solution of washing soda and hot water, running the engine for about 15 minutes. The soda solution is then drained out of the system and the scale will come with it. Do not race the engine while carrying out this process.

CAR FOR HIRE

New Car. Careful Driver. Day or Night Service. Satisfaction guaranteed. **BRUCE SPENCER** Phone 236 or 138

THIS WILL BE ANOTHER Studebaker Year

Its the car everybody wants because it is the best. The unusual popularity of STUDEBAKER CARS is attested by the fact that the corporation enjoyed the biggest business in its history in 1921.

Notwithstanding the fact that the total number of all automobiles sold (except Ford) was 40 per cent. less than in 1920, the total aggregate of sales for the Studebaker cars was 20 per cent. greater than in 1920—and in Canada 64 per cent. greater than in 1920.

QUALITY COUNTS!

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W. A. REID

WOLFVILLE, N. S.

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Notice to Railwaymen

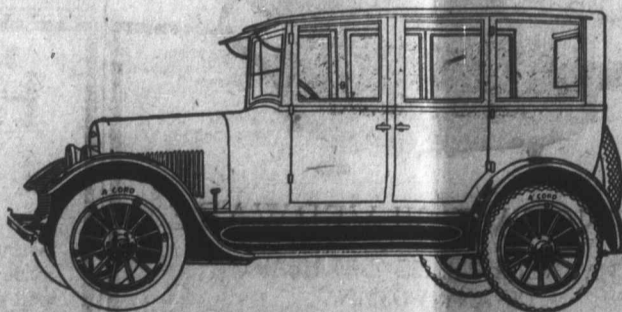
Have your hand cars changed into motor cars, with a Sylvester Improved Engine built expressly for this purpose. Sold on monthly payment plan if desired. Get our prices now!

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Canada's Standard Car—Built, not merely assembled in Canada.

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I have taken the agency for Exide Batteries in this territory. Preparations are being made to have a service station here, at which all repairs will be made. Shipment of Exide Batteries expected immediately.

Do not place your order until you have seen these batteries.

G. K. COLDWELL

Headquarters at McLaughlin Service Station.

Service With a Smile

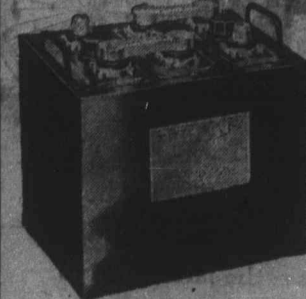
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