

MOTORS AND MOTORING:

A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

CLEANING AIR FOR ENGINES

Passenger cars fitted with means of removing dust from the carburetor-air are being offered this season for the first time. Air cleaners have been in universal use on tractors almost since the beginning of their manufacture, as they have been found to be a necessity and they have been used to some extent on trucks. While the passenger car—and even the truck are exposed to very little dust-laden air, as compared with the tractor, which operates almost constantly in a cloud of dust, there is enough grit floating in the air which their carburetor "breathes" to act detrimentally, especially when unimproved, loose-surfaced roads and winds are encountered.

Attention was first called to the dust that entered motor car engines by the disclosure, through chemical analysis of large proportions of silica (sand) in their carbon deposits, which could be accounted for only as being drawn in with the air. The filtration of long-used engine oil also discloses a considerable amount of fine sand, if the car has been much driven in dusty air. Sand is an active abrasive or cutting material, like emery: its entrance into the oil results in excessive wear of bearings, cylinders and pistons.

On tractors, the practice is to wash the dust out of the carburetor air, by passing it through water, but the application of this method on passenger cars seems hardly warranted. Instead of suitable provisions at the intake the air may be made to deposit most of the dust before entering the carburetor in a compartment from which it can readily be cleaned out.

Giving the air a whirling movement, which causes the separation of dust particles, by centrifugal action, into a cleanable receiver is one method that is being tried. Every known expedient for the prolongation of engine life is being resorted to by engineers and air cleaning is one of these, along with more liberal surfaces, better lubrication systems and superior materials.

ACCIDENT MAKERS

The newer members of the motorist clan show a rather warped sense of responsibility. This is especially true in cases where the party who drives is neither the owner of the car nor an employee of the owner.

Such drivers are invariably wives of car owners or sons and daughters who are old enough to be legally entitled to drive but not old enough to have a very keen appreciation of the responsibilities which are placed upon anyone who pilots an automobile. The reason is that such drivers feel they can depend upon the owner of the car in event of trouble, and if he is fully insured "everything will be all right."

This attitude is directly responsible for many of the serious automobile accidents that mar motoring.

The owner of the car is usually involved technically and must always pay the bill for damages, but he is not held criminally responsible for what happens. He isn't the one who pays the real penalty for carelessness or recklessness.

The most fortunate driver is the one who has no one he thinks he can pass the buck to in event of a mishap with the car, for he then operates the car with a better knowledge of why he should avoid those unthinking acts which result in collisions and fatalities.

If more families would have a heart-to-heart talk over the points of responsibility in the driving of a car more operators would appreciate the importance of caution—and there would be fewer accidents.

Never use water to cool a bronze bearing that has been running hot. The best method is to wait for the bearing to cool in the ordinary course, but, if this is impossible, use oil to cool the part.

Keep Minard's Liniment in the house.

STRIPPING THE GEARS

It is no novelty to hear a grinding or clashing within a car when a careless driver starts or when he changes from one speed to another. If such a driver knew what was going on when this unseemly noise occurs, he probably would hire a chauffeur or else take a few lessons in automotive mechanics to learn how not to abuse his machine. If the driver were a chauffeur and the owner knew what such a noise meant it is likely the chauffeur would be sent to school or be out of a job.

There is nothing more exasperating to the motorist than the horrible sound which tells a story of stripped gears. It is not in the permanent mesh gears, where shaft motion is turned into axle motion that the trouble comes.

If the rear axle gears are properly set and packed they should never make any trouble. But it is in the shifting gears of the transmission, where gears come into mesh at varying rates of speed and with the number of revolutions, load and several other things to complicate the situation that there is wear and tear. It would not be so bad if there were only wear. The tear is what raises havoc.

When the car is standing, the engine is running in neutral and no gear on the transmission shaft is engaged. To start, it is customary to disconnect the engine by disengaging the clutch and to move the lever so that the gears that give the slowest speed will engage. Once the car is under way and it is desired to increase the speed, the lever is shoved forward, moving the transmission gears forward until the gears that give second speed are engaged.

The wise driver, just at the instant of shifting the gear, would throttle down his engine one-half and bring the number of revolutions of the gear shaft to approximately that of the transmission shaft, which is kept in motion by the momentum of the car. He will also stop for an instant in neutral before completing the shift to allow for adjustment. When both gears are revolving at about the same speed, the shift is practically noiseless and frictionless.

TOURIST TRAFFIC MEANS BIG MONEY IN TRADE

Before the war, reliable estimates showed that citizens of the U. S. spent hundreds of millions of dollars annually in Europe, as follows:

France \$700,000,000; \$60,000,000 on the Riviera; Norway \$10,000,000; German Health Resorts \$17,000,000; Austria \$21,000,000; Switzerland \$50,000,000; Italy \$100,000,000.

The campaign of "See America First," started during the war years, has had one good effect. It has made people realize more than ever before something of what we possess on this continent in the way of scenery, beauty, travel and hunting facilities. Some provinces and states are organized for tourist traffic, and they are reaping the harvest. The State of Maine is estimated to have \$45,000,000 a year spent by tourists and sportsmen. New Brunswick gets millions a year through the activities of its tourist association. Quebec, as was shown in this column recently, is organizing in a big way for still greater trade. B. C. has been doing great things for some time.

The potentialities are great, and the harvest can easily be reaped, if it is handled in a business-like way. Before the war, it was estimated that 30,000 tourists passed through Toronto on their way to the Muskoka Lakes and the Ontario Highlands. It is a reasonable figure to assume \$10 per day as the minimum expenditure of a tourist under these conditions. If the tourists averaged 30 days, that would mean \$9,000,000 spent in one season alone, and for one part of the province alone. If this was the case before the war, what figure might we expect to-day with organization?—Financial Post.

An aristocratic lady was instructing a new servant in some of her more important duties.

"Now, I want you, Mary," she said, "to be especially careful in dusting these portraits—they are all old masters."

Mary looked at them for a moment. "Just fancy, ma'am," she said, "Who'd ever have thought you'd been married so many times!"

Minard's Liniment for Dandruff.

Questions and Answers —All About Canada—

READ UP ON THE COUNTRY YOU LIVE IN

BRITISH COLUMBIA'S POSSIBILITIES

Q—What population could British Columbia support?

A—Dean Brock, of the University of British Columbia, states that the Province of British Columbia is capable of supporting a population of 20,000,000 people. He outlined the rich agricultural lands awaiting settlement and the rich natural resources of the Province, including minerals, timber, fisheries, etc.

Q—What is Canada's elevator capacity?

A—The 3,700 licensed grain elevators in the Provinces of Manitoba, Saskatchewan and Alberta have a total storage capacity of over 100,000,000 bushels. Ontario, Quebec, and Maritime Provinces have storage elevators with capacity up to 33,180,000 bushels.

Q—What is the strength of the Canadian Milling Industry?

A—With wheat as one of Canada's fundamental products, the milling industry should become one of the leading industries of Canada. If, indeed, it is not the leader from the standpoint of the

value of products. The value of milling products in 1920 amounted to \$239,255,461 461, and in 1919 to \$262,763,392. In 1919 the capital invested in the milling industry amounted to over \$76,000,000. The number of plants in operation was 1,253. These plants had a daily (24 hour) capacity of 141,288 barrels of flour and cereals.

Q—How many books are there in Canadian University Libraries?

A—The Canadian university libraries contain two million books, pamphlets, etc.

Q—Where is Fort Prince of Wales?

A—Fort Prince of Wales is the most historic monument on Hudson Bay, telling of the struggles between France and England for the mastery of America. It was built of wood in 1715; rebuilt in 1733 and completed in 1771. Extensive ruins of the fortress still remain.

Q—What is the extent of Canada's wine industry?

A—Canada's wine industry has 13 establishments, with a production value, in 1921, of \$706,289.

IGNORANCE ABOUT BATTERIES

Perfunctory attention to the battery is gradually resulting in ignorance of its construction and operation. Car owners add water to the cells—when they happen to think about it— but seldom know exactly why they are obliged to do so. One man who has driven cars for six years does not know yet why he should not fill the cells above a certain point. Water must be added to the cells because it is the water content of the electrolyte solution which evaporates—not the acid.

When drawing the solution out of a battery for a hydrometer reading always return it to its proper cell. Unless this is done the strength of the electrolyte in the various cells will naturally vary.

Gassing of the electrolyte will cause a cell to overflow when being charged if too much distilled water is poured in. You add water before using the car—or run the engine awhile after doing the job—so that the chemical action will be started and the battery strengthened.

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WHAT DO YOU MEAN DOUBLE??

DOUBLE WHAT YOU'RE GOING TO TELL ME.